
University of London

608052

# ACCOUNTS AND PAPERS:

*FORTY-FOUR VOLUMES.*

—*(26.)*—

PILOTAGE; WRECKS AND CASUALTIES.

Session

8 *February* —— 15 *August* 1876.

VOL. LXVII.

1876.

# ACCOUNTS AND PAPERS:

## 1876.

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## *FORTY-FOUR VOLUMES:—CONTENTS OF THE*

## TWENTY-SIXTH VOLUME.

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N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

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### PILOTAGE:


Pilotage (United Kingdom):

292. Abstract of Returns relating to Pilots and Pilotage in the United Kingdom (in continuation of Paper, No. 276, of 1875) - p. 1

Pilotage (Yarmouth to the Thames):

366. Return relating to Pilotage from Yarmouth to the Thames - 131


### WRECKS AND CASUALTIES:


Ship "Mary":

340. Further Correspondence relative to the Ship "Mary," in completion of Paper, No. 402, of 1875 - - - - - - 139

Steamship "Deutschland":

[c. 1403.] Report of an Inquiry into the Circumstances attending the Loss of the Steamship "Deutschland" on the Kentish Knock Sand, on the 6th December 1875 - - - - - - - 153

Wrecks and Casualties:

[c. 1632.] Abstract of the Returns made to the Board of Trade of Wrecks, Casualties, and Collisions, on or near the Coasts of the United Kingdom, and of the Channel Islands and British Possessions Abroad, with Particulars of Lives Lost; also, of the Wrecks, &c., which occurred to British Vessels at Sea, and on or near the Coasts of Foreign Countries, &c., with Charts, for the Years 1875-76 - - - - - - - - - - 191


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# PILOTAGE.

ABSTRACT "of RETURNS relating to PILOTS and PILOTAGE in the UNITED KINGDOM (in continuation of Parliamentary Paper, No. 276, of Session 1875)"—[as furnished by the various Pilotage Authorities].

(Year ended 31st December 1875):

— 1. —

Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom:

— 2. —

Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not:

— 3. —

Of the Service for which each PILOT or APPRENTICE is licensed:

— 4. —

Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:

— 5. —

Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid:

— 6. —

Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.

*(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)*

*Ordered, by* The House of Commons, *to be Printed,*
15 *June* 1876.

# TABLE OF CONTENTS.

## ENGLAND AND WALES.


| | | PAGE. |
|---|---|---|
| PORT OF ARUNDEL | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts | 1 |
| „ BERWICK | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 2 |
| „ BLAKENEY, OR CLAY | Bye-laws and Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts<br>Account | 2<br>3 |
| „ BOSTON | Orders, Rules, and Bye-laws<br>Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts<br>Account | 3<br>4 |
| „ BRISTOL | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 4<br>5 |
| „ CARDIFF | Bye-laws and Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts<br>Account | 6<br>7 |
| „ CHESTER | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 7 |
| „ CLAY. *See* BLAKENEY. | | |
| „ DOUGLAS, ISLE OF MAN | | 7 |
| „ GLOUCESTER | Bye-laws<br>Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts<br>Account | 8<br>9 |
| „ HARTLEPOOL | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 10<br>11 |
| „ KING'S LYNN | Bye-laws, &c.<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 12 |
| „ LANCASTER | Bye-laws, Rules, &c.<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 31 |
| „ LIVERPOOL | Bye-laws, &c.<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 32<br>32–34<br>35 |
| „ LLANELLY | Bye-laws, Rates, &c.<br>Names of Pilots<br>Pilotage Receipts<br>Account | 36 |

| | | PAGE. |
|---|---|---|
| PORT OF NEWCASTLE-UPON-TYNE | Bye-laws, Regulations, &c. | 37 |
| | Names of Pilots | |
| | Rates of Pilotage | |
| | Pilotage Receipts | |
| | Accounts | 38, 39 |
| „ NEWPORT (MONMOUTH) | Bye-laws, Regulations, and Rates | 39, 40 |
| | Names of Pilots, &c. | 41 |
| | Pilotage Receipts | |
| | Account | |
| „ PORTHCAWL | Bye-laws | 42 |
| | Names of Pilots | |
| | Rates of Pilotage | |
| | Pilotage Receipts | |
| | Account | |
| „ SUNDERLAND | Bye-laws and Regulations | 43 |
| | Names of Pilots, &c. | 43, 44 |
| | Rates of Pilotage | 44 |
| | Pilotage Receipts | |
| | Account | 45 |
| „ SWANSEA | Bye-laws, Rates, &c. | 45 |
| | Names of Pilots | |
| | Pilotage Receipts | |
| | Account | |
| PORTS OF THE TYNE | Bye-laws, Rates, &c. | 46 |
| | Names of Pilots | 46, 47 |
| | Pilotage Receipts | 48 |
| | Accounts | 48, 49 |
| TRINITY HOUSE OF DEPTFORD STROND | General Account | 88, 89 |
| SUMMARY | Aggregate Number of Pilots | 124 |
| | Aggregate Receipts | |
| LONDON DISTRICT | Bye-laws, Orders, Regulations, &c. | 90 |
| | Names of Pilots | 90, 91 |
| | Rates of Pilotage | 91 |
| | Pilotage Receipts | 90–95 |
| OUTPORT DISTRICTS: | | |
| ABERDOVEY | Names of Pilots | 96 |
| | Rates of Pilotage | |
| | Pilotage Receipts | |
| BEAUMARIS | ditto | 96, 97 |
| BRIDGWATER | ditto | 97, 98 |
| BRIDPORT | ditto | 99 |
| CAERNARVON | ditto | 99, 100 |
| CARLISLE | ditto | 100 |
| COLCHESTER | ditto | 101 |
| DARTMOUTH | ditto | 101, 102 |
| EXETER | ditto | 102, 103 |
| FALMOUTH | ditto | 104 |
| FLEETWOOD AND BARROW | ditto | 105 |
| FOWEY | ditto | 106 |
| GREAT YARMOUTH. *See* YARMOUTH. | | |
| HARWICH | ditto | 106, 107 |
| HOLYHEAD | ditto | 107, 108 |
| IPSWICH | ditto | 108 |
| ISLE OF WIGHT | Rules and Regulations | 109–111 |
| | Names of Pilots | |
| | Rates of Pilotage | |
| | Pilotage Receipts | |
| LOWESTOFT | Names of Pilots | 112 |
| | Rates of Pilotage | |
| | Pilotage Receipts | |
| MALDON | ditto | 112, 113 |
| MILFORD | ditto | 113 |

| | | PAGE. |
|---|---|---|
| TRINITY HOUSE OF DEPTFORD STROND—*cont^d.* | | |
| Outport Districts—*continued.* | | |
| Neath | Names of Pilots; Rates of Pilotage; Pilotage Receipts | 114 |
| Newhaven | ditto | 114, 115 |
| Padstow | ditto | 115 |
| Penzance | ditto | 116 |
| Plymouth | ditto | 116 |
| Poole | ditto | 117 |
| Portmadoc | ditto | 117 |
| Rochester | ditto | 118 |
| Rye | ditto | 118 |
| St. Ives (Hayle) | ditto | 119 |
| Scilly | ditto | 119 |
| Shoreham | ditto | 120 |
| Southampton | Rules and Regulations; Names of Pilots | 120 |
| | Rates of Pilotage | 121 |
| Teignmouth | Names of Pilots; Rates of Pilotage; Pilotage Receipts | 121 |
| Wells | ditto | 122 |
| Weymouth | ditto | 122 |
| Woodbridge | ditto | 123 |
| Yarmouth | ditto | 123, 124 |
| TRINITY HOUSE OF KINGSTON-UPON-HULL | Bye-laws and Regulations | 13 |
| | Names of Pilots | 13–17 |
| | Rates of Pilotage | 17 |
| | Pilotage Receipts; Account | 18 |
| East Coast, &c. | | |
| Sub-Commissioners: | | |
| Port of Hull and River Humber Commissioners. Hull | Bye-laws | 19 |
| | Names of Pilots | 19–23 |
| | Rates of Pilotage | 23 |
| | Pilotage Receipts | 24, 25 |
| | Account | 26 |
| New Holland | Names of Pilots; Rates of Pilotage | *see* Hull. |
| Grimsby | Names of Pilots; Rates of Pilotage; Pilotage Receipts | *see* Hull. |
| Port of Gainsborough | Bye-laws; Names of Pilots; Rates of Pilotage | 26 |
| | Pilotage Receipts; Account | 27 |
| „ Goole | Bye-laws | 27 |
| | Names of Pilots; Rates of Pilotage; Pilotage Receipts; Account | 27, 28 |
| „ Spalding | Bye-laws; Names of Pilots; Rates of Pilotage; Pilotage Receipts; Account | 29 |
| „ Wisbech | Bye-laws; Names of Pilots; Rates of Pilotage; Pilotage Receipts; Account | 30 |

## SCOTLAND.


| | | PAGE. |
|---|---|---|
| PORT OF ABERBROTHWICK, OR ARBROATH - | Rules, Regulations, and Rates of Pilotage - - - - | 50 |
| | Names of Pilots - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| „ ABERDEEN - - - - - - - | Regulations and Rates of Pilotage | 51 |
| | Names of Pilots, &c. - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| „ AYR - - - - - - - - - | Bye-laws, &c. - - - | 52 |
| | Names of Pilots - - - | |
| | Pilotage Receipts - - - | |
| | Rates of Pilotage - - - | |
| | Account - - - - | |
| „ DUNDEE - - - - - - - - | Regulations and Table of Rates | 53 |
| | Names of Pilots - - - | |
| | Pilotage Receipts - - - | |
| | Accounts - - - - | 53, 54 |
| „ FRASERBURGH - - - - - | Regulations, Rates, &c. - - | 54 |
| | Names of Pilots - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| „ GLASGOW - - - - - - - | Bye-laws - - - - | 55 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | |
| | Pilotage Receipts - - - | |
| | Accounts - - - - | 56 |
| „ GREENOCK - - - - - - - | Bye-laws and Rates of Pilotage | 56 |
| | Names of Pilots - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | 57 |
| „ IRVINE - - - - - - - - | Regulations for Pilots - - | 57 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| „ KIRKCALDY - - - - - - - | Regulations of Pilotage - | 58 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | |
| | Pilotage Receipts - - - | |
| TRINITY HOUSE OF LEITH - - - - - | Bye-laws - - - - | 58 |
| | Names of Pilots - - - | 58–60 |
| | Rates of Pilotage - - - | 60 |
| | Pilotage Receipts - - - | 61 |
| | Account - - - - | |
| HARBOUR AND DOCKS OF LEITH - - - | Bye-laws, Regulations, and Rates of Pilotage - - | 62 |
| | Names of Pilots - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| PORT OF LOSSIEMOUTH - - - - - | Bye-laws, Regulations, Orders, &c. | 63 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| „ MACDUFF - - - - - - - | Bye-laws - - - - | 64 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | |
| | Account - - - - | |
| „ PETERHEAD - - - - - - - | Regulations, &c. - - - | 64 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | 65 |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| „ ROSEHEARTY - - - - - - - | Bye-laws and Regulations - | 66 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |
| „ WICK - - - - - - - - - | Bye-laws - - - - | 67 |
| | Names of Pilots - - - | |
| | Rates of Pilotage - - - | |
| | Pilotage Receipts - - - | |
| | Account - - - - | |

## IRELAND.


| | | PAGE. |
|---|---|---|
| PORT OF BALLINA | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 68 |
| „ BELFAST | Regulations<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 69 |
| „ CORK | Bye-laws and Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts | 70 |
| „ DROGHEDA | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 71 |
| „ DUBLIN | Bye-laws and Rates of Pilotage<br>Names of Pilots, &c.<br>Pilotage Receipts<br>Account | 72–77<br>77<br>78 |
| „ DUNDALK | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 78<br>79 |
| „ GALWAY | Bye-laws<br>Names of Pilots<br>Pilotage Receipts<br>Account | 79 |
| „ LIMERICK | Bye-laws, Regulations, and Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts<br>Account | 80 |
| „ LONDONDERRY | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 80<br>81 |
| „ NEW ROSS | Regulations<br>Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts<br>Account | 82 |
| „ NEWRY | Bye-laws<br>Rates of Pilotage<br>Names of Pilots<br>Pilotage Receipts | 83 |
| „ SLIGO | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 83<br>84 |
| „ TRALEE | | 84 |
| „ WATERFORD | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 84<br>85 |
| „ WESTPORT | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 86 |
| „ WEXFORD | Bye-laws<br>Names of Pilots<br>Rates of Pilotage<br>Pilotage Receipts<br>Account | 87 |

# RETURNS

RELATING TO

# PILOTS AND PILOTAGE.

## ENGLAND AND WALES.

## PORT OF ARUNDEL.

### BYE-LAWS.

1. We do hereby order and direct that the person having the command of any ship or vessel of the burden of 30 tons or upwards, according to her register, coming into or going out of this harbour, and not having a pilotage certificate granted under the Merchant Shipping Act, either to himself or mate, shall receive and take on board the said ship or vessel one of the pilots of this port, for the purpose of bringing such ship or vessel safely into, or taking it safely out of, this harbour, and in default thereof shall for every offence forfeit and pay a sum not exceeding 5 *l.*

2. That every pilot, having given a bond for the due performance of his office, shall receive 1 *d.* per ton, according to the ship's register, for piloting vessels into this harbour, and 1 *d.* per ton for piloting vessels out of the said harbour; but if such vessels go to or beyond Ford, then one-half more than the above charges.

3. That every such pilot who shall first reach a ship, waiting for a pilot, shall be entitled to pilot in the same ship; and that if any other pilot shall afterwards get on board and pilot in the said ship, whilst under the control of such first-mentioned pilot, and receive the fee for the same, he shall be dismissed, suspended, or fined (not exceeding 5 *l.*), as the Commissioners, at any of their meetings, may determine.

4. That every such pilot shall take his appointment with him when he is about to pilot in any ship, and show the same to the captain or other person in command, if demanded.

5. That if any such pilot having reached or taken charge of any vessel coming into this port shall, without the consent of the master, quit the same for the purpose of taking charge of or piloting any other ship, or for any other unnecessary or improper purpose, such pilot shall be dismissed, suspended, or fined (not exceeding 5 *l.*), as the Commissioners, at any of their meetings, may determine.

6. That every such pilot having charge of two vessels in the roads at one time, capable of being piloted into port the same tide, shall deliver one of the said vessels to the first pilot who shall offer to take charge of the same ship.

7. That if any such pilot after having reached a vessel shall quit her before such vessel shall have been brought up in the roads, or moored in the harbour, the next pilot who shall reach such vessel shall be entitled to take charge of and pilot in the same, notwithstanding the first pilot shall have left a person on board.

8. That one of the said pilots shall keep watch at the pilot house, by turns, night and day, for four hours each watch, that is to say, three hours before high water, and one hour after, and that during such watch no pilot shall engage in any trade or work whatever, or in fishing.

9. That the pilot boats be moored at all times opposite the Gas-house, except that one pilot boat shall be kept constantly at the Pier-head.

10. That if at any time any pilot shall be guilty of misconduct whilst in charge of any vessel, or shall act contrary to the rules, orders, and regulations for the time being in force, he shall be dismissed, suspended, or fined (not exceeding 5 *l.*), as the Commissioners, at any of their meetings, may determine.

### NAMES of PILOTS.

Edward Winter, aged 59; George Butler, aged 41; and George Lambeth, aged 41.

### RATES of PILOTAGE.

From Sea to Littlehampton Harbour, 2 *d.* per ton.
From Sea to Ford and beyond Ford, 3 *d.* per ton.
From Harbour (Littlehampton) to Sea, 2 *d.* per ton.
From Ford or beyond Ford to Sea - 3 *d.* per ton.

### AMOUNT received for Pilotage of Vessels in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Not Towed by Steam. Amount. | Towed by Steam. No. | Towed by Steam. Amount. | OVERSEA. | FOREIGN VESSELS. Not Towed by Steam. No. | Not Towed by Steam. Amount. | Towed by Steam. No. | Towed by Steam. Amount. | TOTALS. No. | TOTALS. Amount. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | £. s. d. | | £. s. d. | | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour (Littlehampton). | 67 | 54 7 -¾ | 28 | 37 7 7¾ | - nil - | 9 | 10 14 2 | 6 | 8 1 6¼ | 110 | 110 9 10¾ |
| From Sea to Ford and beyond Ford. | 2 | 1 6 4½ | 11 | 19 5 9¼ | - nil - | – | - - | – | - - | 13 | 20 12 1¾ |
| TOTAL - - - | 69 | 55 13 5¼ | 39 | 56 12 11 | - - - | 9 | 10 14 2 | 6 | 8 1 6¼ | 123 | 131 2 -½ |

(2.)—OUTWARDS.

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour (Littlehampton) to Sea. | 67 | 55 14 4¾ | 28 | 40 4 1¾ | - nil - | 9 | 10 14 2 | 6 | 8 1 6¼ | 110 | 114 14 2¾ |
| From Ford and beyond Ford to Sea. | 2 | 1 6 4½ | 11 | 19 5 9¼ | - nil - | – | - - | – | - - | 13 | 20 12 1¾ |
| TOTAL - - - | 69 | 57 - 9¼ | 39 | 59 9 11 | - - - | 9 | 10 14 2 | 6 | 8 1 6¼ | 123 | 135 6 4¼ |

*Note.*—The Pilots receive their own fees, keep their own boats, &c.

20 January 1876.

*Richard Holmes*, Clerk.

# PORT OF BERWICK.

BYE-LAWS. *See* p. 69 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

| | | |
|---|---|---|
| James Wood - - - aged 77 | George Ainslie - - - aged 38 | Andrew Wood - - - aged 34 |
| Robert Wilson - - - - 45 | Thomas Young - - - - 42 | John Swinney - - - - 56 |
| Peter Burgon - - - - 54 | Thomas Wood - - - - 32 | Thomas Swinney, jun. - - 43 |
| Thomas Swinney, sen. - - 61 | | |

RATES of PILOTAGE. *See* p. 69 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1875.

Pilotage not compulsory; no record kept.

ACCOUNT of MONIES received and expended.

| | £. | s. | d. |
|---|---|---|---|
| To amount of fees received from applicants for licenses and certificates - - - | 1 | 5 | – |
| By amount paid for salaries of secretary, clerk, and other officers - - - - | 1 | 5 | – |

12 January 1876. *J. Wight*, Treasurer.

# PORT OF BLAKENEY, OR CLAY.

BYE-LAWS and RATES of PILOTAGE.

From 11th October exclusive to 6th April inclusive, 1 *s.* 6 *d.* per foot.
From 6th April exclusive to 11th October inclusive, 1 *s.* 3 *d.* per foot.
From the said Pit or Harboar to the town of Blakeney, and thence to the said Pit or Harbour, 2 *s.* 6 *d.* each tidework, at all times of the year.
Upon foreign ships, double the above rates.

NAMES of PILOTS.

| | | |
|---|---|---|
| Reuben Boyce - - - aged 61 | Henry Munn - - - aged 52 | John Otway - - - aged 50 |
| Henry Dew - - - - 53 | William Holliday - - - 45 | Edward Holliday - - - 35 |

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | COASTERS. | | OVERSEA. | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Blakeney Pit. | 24 | 11 17 – | 84 | 48 – 6 | 1 | – 7 6 | 2 | 1 – 6 | – | – – | 1 | – 11 3 | 110 | 61 15 9 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Blakeney Pit to Sea. | 32 | 11 14 – | 66 | 34 15 6 | – | – – | – | – – | 1 | – 8 9 | – | – – | 99 | 46 18 3 |

PORT OF BLAKENEY, OR CLAY—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for - - - - | Inward pilotage - | 61 16 9 | By amount paid to pilots - - - | 108 15 – |
| | Outward pilotage - | 46 18 3 | | |
| | £. | 108 15 – | | 108 15 – |

17 March 1876. *C. J. Temple*, Clerk.

# PORT OF BOSTON.

## ORDERS, RULES, AND BYE-LAWS.

*See* p. 69 of Parl. Paper, No. 408 of 1867.

## RATES of PILOTAGE.

*See* p. 70 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| Robert Mountain (Headsman) - - | aged 75 | William Nundy - - - - | aged 56 |
| John Thomas Mawer - - - - | 42 | Robert Snowden - - - - - | 54 |
| William George Parker - - - - | 40 | Thomas Gray - - - - - - | 53 |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | About | £. s. d. | About | £. s. d. | About | £. s. d. | About | £. s. d. |
| From High Horn to Boston (11 miles) - | 175 | 102 16 4 | 13 | 16 15 3 | 29 | 44 17 3 | 217 | 164 8 10 |

### (2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Boston to High Horn (11 miles) - | About 107 | 62 5 11 | About 5 | 4 6 9 | About 23 | 18 7 7 | About 135 | 85 – 3 |

*Note.*—No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Pilot Commissioners.

PORT OF BOSTON—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - - | 139 | 9 | 10 | By amount paid for salaries of clerk and other officers - - - - - - - | 62 | – | 6 |
| To amount of fees received from applicants for licenses and certificates - - - - - | – | 12 | 6 | By amount paid for or in respect of pilot boats, buoys, &c. - - - - - - | 8 | 9 | – |
| To gross amount received for - - - - { Inward pilotage - | 164 | 8 | 10 | By amount paid for licenses and certificates - | – | 12 | 6 |
| { Outward pilotage - | 85 | – | 3 | By amount paid to pilots for piloting ships trading to and from this port, for the year ending 31st December 1875 - - - | 249 | 9 | 1 |
| To amount received from other sources, viz.: Coastwise: £. s. d. | | | | By amount transferred to Harbour Trust towards the cost of carrying out improvements in the port - - - - - | 70 | – | – |
| Coal - 4,749 chal. at 1 *d.* - 19 15 9 | | | | By sundry other expenses - - - - | 11 | 9 | 6 |
| Goods, 27,128 tons at 1 *d.* - 113 – 8 | | | | | 402 | – | 7 |
| Exportation: Iron - 50 tons at 1 *d.* - – 4 2 | | | | By balance carried to next account - - | 120 | 11 | 5 |
| 31,927 | 133 | – | 7 | | | | |
| £. | 522 | 12 | – | £. | 522 | 12 | – |

10 April 1876. *Charles Lucas*, Clerk.

## PORT OF BRISTOL.

### BYE-LAWS.

*See* p. 71 of Parl. Paper, No. 408 of 1867.

### NAMES of PILOTS.

| | | |
|---|---|---|
| Thomas Ellis - - - aged 42 | William Ray - - - aged 46 | Alfred Ray - - - aged 43 |
| James E. Dickens - - - 42 | Joseph H. Buck - - - 56 | Edward Craddy - - - 62 |
| William Rowland - - - 52 | Charles Adams - - - - 64 | Thomas Carey - - - - 51 |
| Charles Case - - - - 45 | John Adams - - - - 50 | Samuel Humphries - - - 57 |
| Edward Canby - - - - 46 | Thomas Vowles - - - 51 | George Reed - - - - 57 |
| James Mitchell - - - - 49 | John Smith - - - - 48 | Alfred C. Bailey - - - 42 |
| William Thomas, jun. - - 47 | Samuel Buck - - - - 48 | James D. Hall - - - - 53 |
| Charles Porter - - - - 50 | Samuel S. Bailey - - - 41 | William Reed - - - - 52 |
| Thomas B. Hazell - - - 55 | Charles Marshall - - - 59 | William Preston - - - 48 |
| George Runney - - - - 56 | George Somers - - - - 51 | William Thomas, sen. - - 58 |
| George Buck - - - - 60 | John Percival - - - - 56 | William Poole - - - - 65 |
| John Pains - - - - 46 | John S. Bailey - - - - 51 | John Gilmore - - - - 57 |
| Richard Case - - - - 43 | John Thomas - - - - 62 | Robert Stenner - - - - 52 |
| Edward Comerford - - - 48 | John Carey - - - - 43 | Joseph Rowles - - - - 65 |
| William H. Gilmore - - - 45 | James W. Buck - - - 54 | Samuel Shepherd - - - 42 |
| Edwin Carey - - - - 41 | George Carey - - - - 46 | Edward Bullock - - - 56 |
| John Scarrett - - - - 58 | Alfred Chesswell - - - 41 | William Selway - - - 49 |

### NAME of APPRENTICE.

George Carey - - - - - - - - - aged 17.

### RATES of PILOTAGE.

| BETWEEN | If 80 and under 100 Tons. | If 100 and under 200 Tons. | If 200 and under 300 Tons. | If 300 and under 500 Tons. | If 500 and under 600 Tons. | If 600 and under 800 Tons. | If 800 and under 1,000 Tons. | If 1,000 Tons and upwards. |
|---|---|---|---|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Lundy and Coombe - - - - - - - - | 1 1 – | 1 8 – | 1 15 – | 2 2 – | 2 9 – | 2 16 – | 3 3 – | 3 10 – |
| Lundy and Swansea or Minehead - - - - | 2 2 – | 2 16 – | 3 10 – | 4 4 – | 4 18 – | 5 12 – | 6 6 – | 7 – – |
| Lundy and Bridgwater, Cardiff, or the Holmes - - | 2 12 6 | 3 10 – | 4 7 6 | 5 5 – | 6 2 6 | 7 – – | 7 17 6 | 8 15 – |
| Lundy and Newport or Kingroad - - - - - | 3 3 – | 4 4 – | 5 5 – | 6 6 – | 7 7 – | 8 8 – | 9 9 – | 10 10 – |
| Coombe and Minehead - - - - - - - | 1 1 – | 1 8 – | 1 15 – | 2 2 – | 2 9 – | 2 16 – | 3 3 – | 3 10 – |
| Coombe and Bridgwater, Cardiff, or the Holmes - - | 1 11 6 | 2 2 – | 2 12 6 | 3 3 – | 3 13 6 | 4 4 – | 4 14 6 | 5 5 – |
| Coombe and Newport or Kingroad - - - - | 2 2 – | 2 16 – | 3 10 – | 4 4 – | 4 18 – | 5 12 – | 6 6 – | 7 – – |
| Minehead and Bridgwater, Cardiff, or the Holmes - | – 10 6 | – 14 – | – 17 6 | 1 1 – | 1 4 6 | 1 8 – | 1 11 6 | 1 15 – |
| Minehead and Newport or Kingroad - - - - | 1 1 – | 1 8 – | 1 15 – | 2 2 – | 2 9 – | 2 16 – | 3 3 – | 3 10 – |
| Between any of the following places:—Portishead, Kingroad, Hungroad, Broad Pill, Cumberland or Bathurst Basins, and any other of such places * - | – 10 – | – 15 – | 1 – – | 1 5 – | 1 10 – | 1 15 – | 2 – – | 2 5 – |
| Between any two of the following places, viz.,—Bridgwater, Cardiff, the Holmes, Newport and Kingroad - | – 10 6 | – 14 – | – 17 6 | 1 1 – | 1 4 6 | 1 8 – | 1 11 6 | 1 15 – |

* If under 80 tons, 7 *s.* 6 *d.*

PORT OF BRISTOL—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS.* | OVERSEA. | | | OVERSEA. | | | | | |
| | | Not Towed by Steam. | | Towed by Steam. | Not Towed by Steam. | | Towed by Steam. | | | |
| | | No. | Amount. | No. Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | | £. s. d. | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Lundy to Swansea | - | – | – – – | 8 30 4 – | – | – – – | 11 | 48 15 – | 19 | 78 19 – |
| From Lundy to Bridgwater | - | – | – – – | 2 9 1 – | – | – – – | 2 | 12 12 – | 4 | 21 13 – |
| From Lundy to Cardiff | - | – | – – – | 30 203 15 3 | – | – – – | 26 | 159 16 6 | 56 | 363 11 9 |
| From Lundy to Newport | - | – | – – – | 4 32 5 – | – | – – – | 10 | 65 1 – | 14 | 97 6 – |
| From Lundy to Kingroad | - | – | – – – | 29 240 4 6 | – | – – – | 82 | 554 – – | 111 | 794 4 6 |
| From Lundy to Cumberland Basin. | - | – | – – – | 354 3,183 14 – | – | – – – | 303 | 2,807 4 6 | 657 | 5,990 18 6 |
| From Coombe to Cardiff | - | – | – – – | 1 4 8 – | – | – – – | – | – – – | 1 | 4 8 – |
| From Coombe to Kingroad | - | – | – – – | 2 11 8 – | – | – – – | 1 | 6 10 – | 3 | 17 18 – |
| From Coombe to Cumberland Basin. | - | – | – – – | 26 154 – 6 | – | – – – | 19 | 120 18 3 | 45 | 274 18 9 |
| From Minehead to Kingroad | - | – | – – – | 1 2 15 6 | – | – – – | – | – – – | 1 | 2 15 6 |
| From Minehead to Cumberland Basin. | - | – | – – – | 46 176 1 3 | – | – – – | 22 | 83 8 – | 68 | 259 9 3 |
| From Holmes to Kingroad | - | – | – – – | 1 1 4 – | – | – – – | – | – – – | 1 | 1 4 – |
| From Holmes to Cumberland Basin. | - | – | – – – | 40 147 8 9 | – | – – – | 36 | 105 16 9 | 76 | 253 5 6 |
| From Kingroad to Cumberland Basin. | - | – | – – – | 119 217 8 6 | – | – – – | 113 | 164 3 9 | 232 | 381 12 3 |
| TOTAL | - | – | – – – | 663 4,413 18 3 | – | – – – | 625 | 4,128 5 9 | 1,288 | 8,542 4 – |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Cumberland Basin to Kingroad. | - | 148 | 237 15 9 | – | – | 67 | 82 19 9 | – | – | 215 | 320 15 6 |
| From Cumberland Basin to Newport. | - | 21 | 72 19 6 | – | – | 34 | 118 11 3 | – | – | 55 | 191 10 9 |
| From Cumberland Basin to Cardiff. | - | 157 | 615 1 11 | – | – | 189 | 742 2 3 | – | – | 346 | 1,357 4 2 |
| From Cumberland Basin to Swansea. | - | 31 | 177 3 – | – | – | 4 | 27 3 6 | – | – | 35 | 204 6 6 |
| From Cumberland Basin to Lundy. | - | 162 | 1,446 13 6 | – | – | 146 | 1,303 – 9 | – | – | 308 | 2,749 14 3 |
| From Kingroad to Penarth | - | 1 | 1 19 – | – | – | – | – – – | – | – | 1 | 1 19 – |
| From Kingroad to Lundy | - | 3 | 17 15 – | – | – | – | – – – | – | – | 3 | 17 15 – |
| From Cardiff to Lundy | - | 6 | 41 10 – | – | – | 2 | 10 17 – | – | – | 8 | 52 7 – |
| From Swansea to Lundy | - | 1 | 4 8 – | – | – | – | – – – | – | – | 1 | 4 8 – |
| TOTAL | - | 530 | 2,615 5 8 | – | – | 442 | 2,284 14 6 | – | – | 972 | 4,900 – 2 |

* The Coasting and Irish Trade free of Pilotage, and vessels under 80 tons optional.

*Note.*—All vessels towed by steam from Kingroad to Cumberland Basin, and *vice versâ*; no deduction of pilotage in consequence.

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for | Inward pilotage | 8,542 4 – | Less expenses paid by pilots in wages, &c. | 5,562 7 7 |
| | Outward pilotage | 4,900 – 2 | Net | 7,879 16 7 |
| | £. | 13,442 4 2 | £. | 13,442 4 2 |

7 March 1876.

*E. Parsons*, Haven Master.

# PORT OF CARDIFF.

## BYE-LAWS and RATES of PILOTAGE.

*See* p. 67 of Parl. Paper, No. 276 of 1875.

## NAMES of PILOTS.

*Channel Pilots.*

| | | | | |
|---|---|---|---|---|
| R. Scudamore. | Thomas Richards. | Thomas Thomas. | John Harris. | Lewis Jones. |
| William Jones. | David Julian. | J. W. Matthews. | George Jenkins. | Evan Morse. |
| William Davies. | William Allen. | William Couth. | David Owen. | Ll. Francis. |
| John Davies. | David Samuel. | John W. Symons. | David Young. | Giles Woodward. |
| David Morse. | Benjamin Morgan. | Horatio Davies. | Walter Leyshon. | T. Williams. |
| James Tamplin. | William Williams. | William Grimes. | C. Earnshaw. | C. Williams. |
| John Tamplin. | Thomas Lewis. | Thomas Thomas. | Henry Harris. | A. Cope. |
| John Wright. | Thomas Thomas. | Dennis Denman. | Edward Edwards. | T. J. Murray. |
| William Morgan. | W. A. H. Harvey. | J. Lewis. | J. L. Harvey. | P. Symons. |
| William Richards. | J. Bowen. | Elias Morgan. | David Williams. | C. Arch. |
| William Morgan. | Peter Evans. | Hopkin Williams. | John Morgan. | T. Catterson. |
| Thomas Rosser. | Evan Jones. | John Howe. | William Jones. | D. Davies. |
| John Roberts. | Benjamin Morgan. | Richard P. Lloyd. | Edward Holmes. | R. F. Collings. |
| John Berkeley. | John Rees. | | | |

*Port Pilots.*

| | | | | |
|---|---|---|---|---|
| W. White. | W. Sanders. | D. James. | R. Evans. | John Williams. |
| B. Morgan. | T. Bowen. | J. Hancock. | E. Davies. | William Davies. |
| William Evans. | W. Jenkins. | David Evans. | G. Rowles. | W. Richards. |
| Llewellyn Francis. | Joseph Howells. | John Aubrey. | E. Beecher. | J. Hall. |
| John Edwards. | R. Matthews. | T. Jewell. | Edmund Francis. | W. Owens. |
| John Davis. | | | | |

*Supplemental Pilots.*

| | | | | |
|---|---|---|---|---|
| John Percival. | Edward Comerford. | George Carey. | Alfred Chiswell. | Edwin Carey. |
| Alfred Ray. | William Preston. | Thomas Ellis. | Richard Case. | Edward Craddy. |
| William Selway. | | | | |

AMOUNT received for PILOTAGE of VESSELS (INWARDS and OUTWARDS) in 1875.

| DISTANCES for which PILOTED. | No. | Amount. | | |
|---|---|---|---|---|
| | | £. | s. | d. |
| BRITISH VESSELS: | | | | |
| From Docks to Roads | 2,178 | 7,551 | 17 | 6 |
| From Docks to Nash Point | 941 | 2,217 | 9 | 9 |
| From Docks to Ilfracombe | 141 | 500 | 5 | 2 |
| From Docks to Lundy | 292 | 1,701 | 3 | 4 |
| Sundries, Extra Days, &c. | 224 | 242 | 12 | 6 |
| FOREIGN VESSELS: | | | | |
| From Docks to Roads | 1,710 | 4,103 | 9 | 6 |
| From Docks to Nash Point | 406 | 645 | 11 | 4 |
| From Docks to Ilfracombe | 224 | 624 | 1 | 9 |
| From Docks to Lundy | 417 | 1,852 | 12 | 10 |
| Sundries, Extra Days, &c. | 184 | 149 | 17 | 6 |
| TOTAL | 6,717 | 17,789 | 1 | 2 |

The charges of In and Out Dock are always made in one amount, and not separate. Foreign Vessels same charge as English.

PORT OF CARDIFF—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - - | 5,698 | 2 | 5 | By amount paid for salaries of secretary, clerk, and other officers - - - - | 277 | 8 | 4 |
| To amount due for pilots, 31 December 1874 - | 384 | 5 | 8 | By amount paid for rent of offices, &c. - | 147 | 3 | 8 |
| To amount of fees received from applicants for licenses and certificates - - - - | 65 | 12 | 6 | By amount paid for pensions or superannuations - - - - - - - - | 38 | – | – |
| To amount received for interest - - - | 262 | 17 | 7 | By amount paid to pilots - - - - | 17,056 | 3 | – |
| To gross amount received for inward and outward pilotage, also extra days and tides - | 17,789 | 1 | 2 | By amount due to pilots, 31 December 1875 | 203 | 9 | 10 |
| To amount received for fines, &c. - - - | 13 | – | – | By balance carried to next account - - | 6,496 | 10 | – |
| To amount received from other sources - - | 5 | 15 | 6 | | | | |
| £. | 24,218 | 14 | 10 | £. | 24,218 | 14 | 10 |

30 May 1876. *Henry Fraser*, Clerk.

## PORT OF CHESTER.

BYE-LAWS.—(*See* Rates of Pilotage).

### NAMES of PILOTS.

*See* p. 70 of Parl. Paper, No. 276 of 1875. Omit the names of William Hewitt and John Rowlands, and add the name of Robert Lowe (Swiftsure.)

### RATES of PILOTAGE.

*See* p. 71 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE (INWARDS and OUTWARDS) in 1875.

No account kept.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

No account kept.

19 January 1876. *R. Simcock*, Clerk to the Trustees.

## CLAY. *See* BLAKENEY.

## PORT OF DOUGLAS, ISLE OF MAN.

No Returns furnished.

# PORT OF GLOUCESTER.

## BYE-LAWS and RATES of PILOTAGE.

*See* p. 72 of Parl. Paper, No. 276 of 1875.

*The following Resolutions have been passed by the Board the 20th day of January* 1876:—

1. All vessels propelled or towed wholly by steam power between King Road and Sharpness, shall be entitled to a reduction of one-fifth of the full pilotage charges for that portion of the district.

2. In lieu of the rates charged under Bye Law No. 1, the following reduced rates shall be paid from Lydney to King Road for all coal-laden vessels under 200 tons register, and for all vessels in ballast under 200 tons register *bonâ fide* coming for coal to Lydney.

| | £. | s. | d. |
|---|---|---|---|
| Under 40 tons | – | 13 | – |
| 40 and under 60 tons | – | 15 | – |
| 60 „ 80 „ | – | 18 | – |
| 80 „ 100 „ | 1 | – | – |
| 100 „ 120 „ | 1 | 2 | – |
| 120 „ 150 „ | 1 | 4 | – |
| 150 „ 180 „ | 1 | 6 | – |
| 180 „ 200 „ | 1 | 10 | – |

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| William Matthews | aged 66 | Charles Smith | aged 39 |
| Daniel Smith | 67 | Henry Smart | 36 |
| Thomas Eddell | 62 | Thomas Hill | 33 |
| James Smith | 32 | Stephen Dowell | 32 |
| Henry Samuel Smith | 32 | Henry William Pick | 32 |
| William Bruton | 31 | William Everett | — |
| George Morgan | 31 | George Bruton | — |
| George Williams | 40 | Henry Price | — |
| William Smith | — | George Smith | 36 |
| William Price | — | John King | 27 |
| Thomas Price | — | Enoch Palmer | — |
| John Albert Everett | 38 | Samuel Kingscote Lewis | 25 |

*Limits:*—That portion of the Bristol Channel, which lies eastward of Lundy Island, including the River Severn to the City of Gloucester, and the River Wye to Chepstow Bridge.

| | | |
|---|---|---|
| James Cumper | Elias Mills | Licensed only for the River Severn to Lydney. |
| James Cumper | John Ashford | |
| Charles Cumper | | |
| Robert Rowles | Henry Dowell | |

PORT OF GLOUCESTER—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | COASTERS. | | | | OVERSEA. | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Lundy to Sharpness. | – | – – – | – | – – – | – | – – – | 7 | 53 15 – | 1 | 5 7 6 | – | – – – | 6 | 24 4 – | 34 | 255 10 – | 48 | 338 16 6 |
| From Nash to Sharpness | 1 | 1 8 – | 1 | 4 5 – | 9 | 19 3 6 | 29 | 186 14 6 | – | – – – | 1 | 3 10 – | 10 | 29 5 6 | 65 | 374 19 – | 116 | 619 5 6 |
| From Holmes to Sharpness. | 9 | 22 5 6 | 11 | 35 5 – | 9 | 19 11 – | 46 | 182 10 – | – | – – – | 2 | 5 5 – | 31 | 78 13 6 | 182 | 388 – 6 | 210 | 731 10 6 |
| From King Road to Sharpness. | 219 | 324 1 – | 35 | 75 17 6 | 36 | 48 2 – | 96 | 382 6 – | 2 | 3 19 – | – | – – – | 50 | 91 18 – | 216 | 791 11 6 | 654 | 1,717 15 – |
| TOTAL - - - | 229 | 347 14 6 | 47 | 115 7 6 | 54 | 86 16 6 | 178 | 805 5 6 | 3 | 9 6 6 | 3 | 8 15 – | 97 | 224 1 – | 417 | 1,810 1 – | 1,028 | 3,407 7 6 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Sharpness to King Road. | 232 | 330 9 6 | 127 | 297 12 – | 8 | 10 8 – | 7 | 18 10 – | 43 | 78 14 6 | 97 | 226 – – | 5 | 9 4 6 | 24 | 74 11 6 | 543 | 1,045 10 – |
| From Sharpness to Holmes. | 3 | 6 2 6 | 73 | 369 12 6 | 1 | 2 1 6 | 17 | 107 2 6 | 14 | 44 13 6 | 161 | 743 11 6 | 2 | 5 4 – | 110 | 509 15 – | 381 | 1,788 3 – |
| From Sharpness to Nash | – | – – | 1 | 13 5 – | – | – – | 10 | 91 – – | – | – – | – | – – | – | – – | 30 | 202 7 6 | 41 | 306 12 6 |
| From Sharpness to Lundy. | – | – – | – | – – | – | – – | 5 | 72 2 6 | – | – – | – | – – | – | – – | 20 | 164 5 – | 25 | 236 7 6 |
| TOTAL - - - | 235 | 336 12 – | 201 | 680 9 6 | 9 | 12 9 6 | 39 | 288 15 – | 57 | 123 8 – | 258 | 969 11 6 | 7 | 14 8 6 | 184 | 950 19 – | 990 | 3,376 13 – |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To balance brought from last account - - | 317 18 11 | By amount paid for salaries of secretary, clerk, and other officers - - - - | 159 8 – |
| To amount of fees received from applicants for licenses and certificates - - - - - | 33 12 – | By amount paid for or in respect of pilot boats, buoys, &c. - - - - | 200 – – |
| To gross amount received for inward and outward pilotage - - - - - - - | 339 14 10 | By amount paid for pensions or superannuations - - - - - - - | 19 10 – |
| To amount received from other sources - - | 7 17 – | By amount paid for printing, stationery, &c. - - - - - - - - | 16 16 3 |
| To amount received for interest - - - | 83 2 8 | By amount paid for annual survey - - | 30 5 – |
| To amount received from collector's fees - | 51 6 – | By amount paid for attendance of pilots - | 3 7 – |
| | | By amount paid for stamps, &c. - - | 2 1 4 |
| | | By amount paid for purchase of 341 *l.* 8 *s.* 5 *d.* Consols - - - - - - - | 317 18 11 |
| | | By amount paid to Trinity Board for eight pilots (1874) - - - - - - | 26 – – |
| | | By balance carried to next account - - | 58 4 11 |
| £. | 833 11 5 | £. | 833 11 5 |

31 January 1876.

*D. Farrant*, Staff Commander, R.N., Pilot Master.

# PORT OF HARTLEPOOL.

## BYE-LAWS.

*See* p. 161 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Thomas Pounder | aged | 67 | James Harrison | aged | 51 | John H. Robinson | aged | 40 |
| Joseph Snowden | | 74 | Thomas Pounder | | 52 | Samuel Hodgson | | 37 |
| Luke Denton | | 65 | William Coulson | | 46 | William D. Spence | | 38 |
| Thomas Watt | | 60 | Richard Robinson | | 45 | George Robinson | | 35 |
| John D. Watt | | 55 | Robert Boagey | | 48 | Robert Corner | | 37 |
| Thomas Cooper | | 57 | John S. Robson | | 46 | Thomas Watt | | 37 |
| Michael Snowden | | 54 | Matthew Hunter | | 55 | Robert Spence | | 37 |
| James Pounder | | 57 | Matthew Pounder | | 45 | Matthew Horsley | | 41 |
| Francis Boagey | | 58 | Robert Hodgson | | 46 | Henry Reveley | | 40 |
| William Hodgson | | 54 | Bartholomew Huntridge | | 45 | James Pounder | | 37 |
| William Watt | | 52 | John Horsley | | 43 | John Wood | | 34 |
| Richard Hunter | | 53 | George Horsley | | 43 | Luke Denton | | 35 |
| James Pounder | | 53 | Thomas Horsley | | 47 | George Watt | | 35 |
| William Hodgson | | 51 | John Horsley | | 43 | Robert Horsley | | 32 |
| Francis Watt | | 51 | George Horsley | | 45 | John Pounder | | 37 |
| John Pounder | | 52 | Robert Booth | | 48 | James Horsley | | 36 |
| William Hood | | 48 | William Hood | | 45 | George H. Horsley | | 37 |
| Henry Rowntree | | 64 | John Wood | | 61 | Michael Chambers | | 33 |
| Cuthbert Coulson | | 53 | John Pounder | | 43 | Francis Spence | | 33 |
| John Appleby | | 53 | Coulson Hood | | 43 | George Davison | | 32 |
| William Hastings | | 60 | Joseph Robinson | | 43 | Thomas Watt | | 31 |
| Robert Horsley | | 54 | Jonathan Moor | | 41 | Thomas Metcalf | | 32 |
| Robert Davison | | 58 | Edward Pounder | | 37 | Robert G. Storrow | | 31 |
| Cuthbert Snowden | | 60 | Michael Coulson | | 37 | John Johnson | | 30 |
| Peter Watt | | 48 | Henry Hood | | 41 | Richard Wallace | | 31 |
| John Hodgson | | 51 | Robert Hood | | 53 | James Davison* | | 28 |
| Thomas Pounder | | 48 | Robert Pounder | | 38 | William Robinson* | | 26 |
| John C. Hood | | 63 | Eden Pounder | | 37 | Robert Pounder* | | 28 |
| Thomas Hodgson | | 49 | Robinson Carter | | 38 | Robert Robinson* | | 27 |
| Matthew Lamb | | 56 | John Boagey | | 39 | Thomas Pounder* | | 25 |

* Acting Order.

Number of Pilots who have resigned since 31st December 1874:

William Spence - - old age, 68

David Moor - - - ditto 67

Charles Hood, deceased, full pilot, drowned off Hartlepool on the 19th November 1875.

Number of Licenses granted since the 31st of December 1874:

Five Acting Orders Licenses:—James Davison, William Robinson, Robert Pounder, Robert Robinson, and Thomas Pounder.

Total Number of Pilots, 31st December 1874:—

| | |
|---|---|
| Full Pilots | 85 |
| Acting Order Pilots | 5 |
| Total | 90 |

## RATES of PILOTAGE.

The Rates of Pilotage upon all ships piloted Inwards and Outwards at this port are at the rate of—

1 *s.* 6 *d.* per foot from the 30th September to 31st March.

1 *s.* 3 *d.* per foot from 1st April up to the 30th September.

All ships above 400 tons are chargeable with one halfpenny per ton above 400 tons.

PORT OF HARTLEPOOL—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From the German Ocean to the Harbours within the Port of Hartlepool. | 2,044 | 1,177 6 7 | 527 | 437 16 9 | 107 | 70 4 6½ | 914 | 691 1 6 | 3,592 | 2,376 9 4½ |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From the Harbours within the Port of Hartlepool to the German Ocean. | 1,535 | 1,401 14 7 | 584 | 546 2 5½ | 66 | 47 1 10½ | 749 | 616 4 4 | 2,934 | 2,611 3 3 |

*Note.*—All vessels using either harbour pay towage due.

## ACCOUNT of all MONIES received and expended by the HARTLEPOOL PILOTAGE COMMISSIONERS.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| 1875: | | 1875: | |
| 1 Jan. To Balance in bank to credit of Commissioners | 68 1 7 | – Aug. By Shipowners' lists for elections | 1 1 – |
| | | – Aug. „ Printing and posting bills for elections | 1 11 – |
| | | – Aug. „ Repairs to watchhouse | 7 2 – |
| 1 Aug. „ Fees on granting and renewing licences | 92 – – | – Aug. „ Use of rooms for committee meetings and elections, and attendance | 2 6 – |
| | | 31 Dec. „ Pilot master's salary and postages | 56 10 – |
| | | 31 Dec. „ Clerk's salary and postages | 25 10 – |
| 1 Aug. „ Levy for repairs of watchhouse | 5 14 – | 31 Dec. „ I. N. Pigg's Pension | 5 13 4 |
| | | 31 Dec. „ R. Hunter's Pension | 8 6 8 |
| 1 Aug. „ Fines | 1 – – | 31 Dec. „ Audit | 1 1 – |
| | | 31 Dec. „ Printing balance sheets, and incidentals | – 10 – |
| 1 Aug. „ Interest on investments | 24 10 10 | 31 Dec. „ Balance due to clerk | 1 1 – |
| | | 31 Dec. „ Bonus to pilot master | 10 – – |
| | | 31 Dec. „ Mr. Hood—Balance of Repairs Account | – 8 – |
| | | Balance | 70 6 5 |
| £. | 191 6 5 | £. | 191 6 5 |

| AVAILABLE FUNDS. | £. s. d. | WATCHHOUSE ACCOUNT. | £. s. d. |
|---|---|---|---|
| Moneys invested | 550 – – | 1874.—Deficit | 9 4 7 |
| Cash in bank | 70 6 5 | 1875.—Produce of levy £. 5 14 – | |
| | | „ Amount expended 7 2 – | |
| | | | 1 8 – |
| £. | 620 6 5 | Present Deficit £. | 10 12 7 |

14 January 1876.

*Edw. Turnbull*, Clerk.

# PORT OF KING'S LYNN.

## BYE-LAWS and RATES of PILOTAGE.

*See* p. 12 of Parl. Paper, No. 204 of 1874.

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| Thos. Thompson | aged 70 | John Harle | aged 55 |
| Peter Hart | 65 | William Jones | 52 |
| Robert Fysh | 65 | Edward Greenacre | 31 |
| Samuel Teasel | 65 | Robert John Brooke | 36 |
| Richard Thompson | 64 | John Cochrane | 24 |
| Samuel Greenacre | 59 | William Dent | 23 |

All are licensed by the mayor, aldermen, and burgesses of King's Lynn.

SUPERANNUATED PILOTS.

| | | | | | |
|---|---|---|---|---|---|
| Robert Melton | aged 72 | James Cock | aged 76 | James Hitchcock | aged 70 |
| E. H. Neach | 66 | Samuel Wright | 72 | Thurlow G. Rayner | 57 |
| George Burton | 69 | Thomas Shaftoe | 64 | Charles Bartle | 76 |

There are no Apprentices.

## RATES of PILOTAGE.

*See* p. 62 of Parl. Paper, No. 243 of 1865.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Lynn Roads to Lynn Harbour | 568 | 360 13 10 | 84 | 117 15 1 | 5 | 5 5 6 | 62 | 77 13 8 | 719 | 561 8 1 |

(2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Lynn Harbour to Lynn Roads | 594 | 374 10 8 | 35 | 47 10 2 | 41 | 34 11 6 | 26 | 26 6 – | 696 | 482 18 4 |

*Note.*—The books do not distinguish Vessels Towed from others. Foreign Vessels are all entered as "Oversea."

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £ s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for { Inward pilotage | 561 8 1 | By amount paid for or in respect of pilot boats, &c. | 100 – – |
| { Outward pilotage | 482 18 4 | By amount paid for pensions or superannuations | 151 13 4 |
| To Amount received from other Sources, viz: | | By amount paid for wages | 93 6 – |
| From harbour moorings dues for master of pilot cutter | 120 – – | By amount paid for miscellaneous charges | 46 15 7 |
| | | By amount divided among working pilots and master of cutter (full share, 66*l.* 8*s.* 3*d.*) | 772 10 11 |
| | | By balance carried to next account | – – 7 |
| £. | 1,164 6 5 | £. | 1,164 6 5 |

14 January 1876.

*J. O. Smetham*, Clerk.

# CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

## BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

*See* pp. 33, 34 of Parl. Paper, No. 232 of 1873.

### NAMES OF PILOTS—Younger Brethren who are Branch Pilots.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Abbott, William - - - | 60 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, the Swin, and up to the Nore; and southward, through Yarmouth Roads and into the Downs. |
| Brown, Dale - - - - | 66 | From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads, and into the Downs. |
| Bell, John Richard - - | 69 | From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and southward, through Yarmouth Roads, and into the Downs. |
| Brown, William - - - | 46 | From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, and Gulf of Finland, to Cronstadt; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads. |
| Bee, Benjamin David - - | 40 | From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound. |
| Binnington, Francis - - | 39 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic. |
| Cammell, Henry - - - | 74 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe. |
| Cole, Henry - - - - | 49 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga. |
| Curtis, John - - - - | 51 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Dixon, Henry - - - | 46 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Dunipace, Robert - - - | 49 | From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga; and southward, through Yarmouth Roads, and into the Downs. |
| Dossor, Frederick - - - | 39 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic. |
| Duncan, Nathan - - - | 45 | From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, and Tinmouth Bar; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm. |
| Elder, Robert - - - | 68 | From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward to Heligoland and the Red Buoy in the Elbe. |
| Edmonds, Anthony - - | 50 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs. |

## Corporation of Trinity House of Kingston-upon Hull—*continued.*

### Names of Pilots—Younger Brethren who are Branch Pilots—*continued.*

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Gatgens, John Adolphus - | 61 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm. |
| Graham, Anderson - - - | 38 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Gill, William Wordsworth - | 40 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Hurst, John - - - - | 70 | From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads, and into the Downs; and eastward, to Heligoland and the Red Buoy in the Elbe. |
| Highley, George - - - | 52 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Stockholm. |
| Hopkinson, Joseph - - | 65 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic. |
| Hedgcock, William George - | 51 | From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound. |
| Hindson, James - - - | 54 | From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Hagestadt, John Henry - | 31 | From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and the Baltic to Cronstadt. |
| King, John Richardson - - | 54 | From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga. |
| Knight, Charles Scott - - | 58 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound. |
| Kelsey, Thomas - - - | 36 | From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Lancaster, Robert - - - | 71 | From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe. |
| Leighton, Ralph Orron - - | 48 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Martin, Richard Hick - - | 55 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Maycock, Joseph - - - | 57 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore. |
| M'Kenzie, George William - | 45 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga. |
| Mitchell, Thomas - - - | 49 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs. |

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Martin, James Lambert | 42 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Moore, Thomas | 36 | From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs. |
| Martin, Thomas | 41 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs. |
| Mellon, William Townend | 53 | From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Newton, James | 53 | From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| North, William George | 52 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Owen, Edwin | 44 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga. |
| Pepper, Dennis | 70 | From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound. |
| Priest, Robert Paul | 53 | From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads. |
| Pinchon, William Glenford | 49 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Riches, Mitchel Bloye | 52 | From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head and Tinmouth Bar; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic. |
| Rutter, James | 47 | From the Humber, northward, to Flamborough Head and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Robinson, Henry | 40 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Roach, Robert | 33 | From the Humber, eastward, to Heligoland, and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt. |
| Smith, Thomas | 67 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound. |
| Silverwood, Walter | 55 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs. |
| Soulsby, George | 39 | From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga. |
| Shetliff, George | 45 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Toogood, James, the younger | 47 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and from the Sound, through the Baltic, to Cronstadt. |
| Todd, Henry | 50 | From the Humber, southward, through Yarmouth Roads, and into the Downs; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe. |
| Tulley, William | 46 | From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Pillan. |
| Vickerman, John Blissit | 48 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and from the Sound, through the Baltic, to Cronstadt. |
| Wharton, John | 64 | From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe. |
| Wells, William | 60 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe. |
| West, Joseph Robertshaw | 42 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Woolf, James Haxwell | 67 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |
| Watson, William | 44 | From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore. |
| White, Charles Taylor | 38 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt. |

## EAST COAST.

*Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.*

| | | |
|---|---|---|
| Foreman, Henry John | 44 | From St. Edmund's Ness, on the Coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and the Lower Roads of Lynn; southward, to Winterton Ness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and *vice versâ*. |
| Goodson, Joseph | 46 | |
| Smith, Henry John | 33 | |

*Along the East Coast to the Southward of the Humber.*

| | | |
|---|---|---|
| Dobson, Joseph | 63 | Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deeps, as far as Blakeney. |
| Dobson, Charles | 51 | |
| Dobson, Charles (2) | 36 | |
| Dobson, William | 29 | |
| Keall, John | 47 | |
| Upton, George | 42 | |
| Wheater, Joseph | 30 | |

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

EAST COAST.—*Along the East Coast, and to the Downs.*

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Bartlett, Henry - - - | 46 | From the Humber, northward, to Flamborough Head and Tinmouth Bar; and southward, through Yarmouth Roads, and into the Downs. |
| North, John Watson - - | 52 | |
| Neal, Stephen - - - | 38 | |
| Porter, James Francis - - | 59 | |
| Wright, John - - - | 58 | |

*Along the East Coast, Northward, to Leith Roads, and Southward to the Downs and Nore.*

| | | |
|---|---|---|
| Boyle, Francis Brown - - | 62 | From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads and into the Downs; and, southward, through Yarmouth Roads, the Swin, and up to the Nore. |
| Graham, George - - - | 49 | |
| Gotts, Thomas - - - | 59 | |
| Hindhaugh, George - - | 52 | |
| Manning, John Hiram - - | 48 | |

## RATES of PILOTAGE.

### EAST COAST.

| | | Summer Rate, from 31st March to 30th September. | Winter Rate, from 30th September to 31st March. |
|---|---|---|---|
| | | £. s. d. | £. s. d. |
| From the Humber to - | The Downs - - - - - - | - 10 - | - 12 6 |
| | The Nore - - - - - - | - 8 - | - 10 6 |
| | Yarmouth - - - - - - | - 5 - | - 6 6 |
| | Bridlington - - - - - - | - 3 - | - 4 - |
| | Stockton - - - - - - | - 5 - | - 6 6 |
| | Sunderland - - - - - - | | |
| | Shields - - - - - - - | | |
| | Leith - - - - - - - | - 8 - | - 10 6 |

Vessels drawing less than 10 feet water, to pay for 10 feet.
Vessels propelled by steam, or towed by a steam vessel, to pay three-fourths only of the above rates.

## Corporation of Trinity House of Kingston-upon-Hull—*continued.*

### AMOUNT received for Pilotage of Vessels in 1875.

#### To the Humber and along the East Coast.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Boston Deeps to the Humber, or the Northness of Dimlington, bearing west. | – | – – | – | – – | 1 | 3 4 – | 1 | 3 4 – |
| From Lynn Deeps to the Humber, or the Northness of Dimlington, bearing west. | 2 | 9 12 – | 2 | 8 16 – | 12 | 46 8 – | 16 | 64 16 – |
| From Lynn Deeps to Sutton - - - | – | – – | – | – – | 1 | 4 6 – | 1 | 4 6 – |
| From Winterton Ness to Lower Roads of Lynn | 1 | 6 8 – | – | – – | 1 | 7 12 – | 2 | 14 – – |
| Intermediate distances within the limits mentioned. | – | – – | – | – – | 1 | 2 10 – | 1 | 2 10 – |
| TOTAL - - - | 3 | 16 – – | 2 | 8 16 – | 16 | 64 – – | 21 | 88 16 – |

#### From the Humber and along the East Coast.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From the Humber to the Downs - - - | – | – – | 50 | 409 15 5 | 130 | 1,045 15 11 | 180 | 1,455 11 4 |
| From the Humber to the Nore - - - | – | – – | 3 | 18 8 1 | – | – – | 3 | 18 8 1 |
| From the Humber to Yarmouth - - - | – | – – | 1 | 3 18 – | 2 | 7 5 6 | 3 | 11 3 6 |
| From the Humber, or the Northness of Dimlington, bearing west, to Boston Deeps. | – | – – | 2 | 14 – – | 15 | 84 – – | 17 | 98 – – |
| From the Humber, or the Northness of Dimlington, bearing west, to Lynn Deeps. | – | – – | 9 | 54 6 – | 108 | 532 12 – | 117 | 586 18 – |
| From the Humber to Sunderland - - - | – | – – | – | – – | 1 | 2 10 – | 1 | 2 10 – |
| From the Humber to Shields - - - | 1 | 2 10 – | – | – – | 9 | 25 10 6 | 10 | 28 – 6 |
| From Sutton to Boston Deeps - - - | – | – – | 2 | 9 16 – | – | – – | 2 | 9 16 – |
| From Sutton to Lynn Deeps - - - | – | – – | 3 | 14 14 – | 5 | 25 – 6 | 8 | 39 14 6 |
| From Skegness to Boston Deeps - - - | 1 | 4 10 – | 1 | 3 12 – | 2 | 9 9 – | 4 | 17 11 – |
| From Skegness to Lynn Deeps - - - | 1 | 3 – – | – | – – | 1 | 3 6 – | 2 | 6 6 – |
| From Lower Roads of Lynn to Winterton Ness | 1 | 5 8 – | – | – – | 1 | 5 12 – | 2 | 11 – – |
| Intermediate distances within the limits mentioned. | – | – – | 7 | 19 4 – | 9 | 19 5 – | 16 | 38 9 – |
| TOTAL - - - | 4 | 15 8 – | 78 | 547 13 6 | 283 | 1,760 6 5 | 365 | 2,323 7 11 |

### ACCOUNT of all Monies received and expended in respect of Pilots or Pilotage.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To pilots, poundage being 5 per cent. on the earnings of such pilots as are younger brethren of the Corporation, and of the extra coasting pilots - - - - - - | 108 1 9 | By income-tax - - - - - - | – 17 2 |
| | | By allowance to a pilot injured whilst on duty - - - - - - - | 1 – – |
| | | By balance - - - - - - - | 106 4 7 |
| £. | 108 1 9 | £. | 108 1 9 |

*Note.*—The above amount is carried to the general account of this Corporation.

Trinity House, Hull, 27 April 1876. *Robert Gill*, Warden's Clerk.

# PORT OF HULL AND RIVER HUMBER.

## BYE-LAWS.

The Bye-Laws printed at pp. 48 to 55 of Parl. Paper, No. 408 of 1867, still remain in force.

## NAMES of PILOTS.

PILOTS appointed and licensed for the *River Humber* under the Act 2 & 3 Will. 4, c. 125.

| NAMES. | Ages. | NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|---|---|
| Brewis, William Henry | 59 | Newham, William | 53 | Into and out of the port of Kingston-upon-Hull, and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook. |
| Brown, Isaac | 36 | Nicholson, Robert | 43 | |
| Barnett, James | 52 | | | |
| Blenkin, Martin | 48 | Owbridge, John | 51 | |
| Bond, William | 29 | | | |
| Bond, George | 26 | | | |
| Brown, Henry | 34 | Parrott, Richard | 51 | |
| Boxhall, Charles Frederick | 27 | Pearson, William | 35 | |
| | | Pudney, John | 28 | |
| Collis, William | 42 | | | |
| Calvert, Richard | 37 | Rogers, Edward | 61 | |
| Cross, Henry | 26 | Rowan, Thomas William | 47 | |
| Dickinson, James Thomas | 27 | Rea, John | 29 | |
| Dixon, Henry | 46 | Richardson, Isaac | 34 | |
| | | Roberts, Edwin | 29 | |
| Eshelby, William Morley | 49 | Redfearn, George Henry | 30 | |
| Etherington, William | 37 | | | |
| Frost, Edmund | 63 | Shay, William | 44 | |
| Featherstone, Henry Hunt | 54 | Stephenson, Christopher | 27 | |
| | | Stocks, Joseph | 50 | |
| Good, Thomas William | 30 | Smith, John | 39 | |
| Godfrey, John Samuel | 24 | Skelton, Thomas | 47 | |
| | | Sampson, William | 30 | |
| Harvey, John | 63 | Spence, James Thomas | 36 | |
| Hopper, Fewson | 35 | Stanford, George William | 36 | |
| Hume, William | 39 | | | |
| Jenneson, Joseph | 48 | Thompson, William Cockerill | 40 | |
| Kilburn, John | 35 | Thompson, William | 43 | |
| Lundie, Wellington | 61 | Wilson, Thomas | 45 | |
| Linwood, Thomas | 57 | Ward, Pearson | 45 | |
| Liversedge, William | 40 | Wilkin, John | 40 | |
| Lofley, John William | 27 | Wallace, William Henry | 33 | |
| | | Wilkin, George | 32 | |
| Mundey, Edward | 29 | Wray, Thomas | 32 | |
| Morrell, William | 65 | Wilson, Watson | 46 | |
| Mearns, William Straton | 52 | Wilkin, David | 36 | |
| Mellon, William Townend | 53 | Ward, John | 33 | |

## Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

Apprentices to the *Humber* Pilotage Service.

| NAMES. | Ages. | NAMES. | Ages. | NAMES. | Ages. |
|---|---|---|---|---|---|
| Biggins, Thomas Richard | 15 | Edwards, William | 15 | Smith, William Bonner | 16 |
| Bond, John Henry | 14 | | | Stocks, Thomas | 19 |
| Burn, George Cook | 15 | Harrison, Walter | 15 | | |
| Collinson, Andrew | 15 | Hurst, George Alfred | 15 | Todd, Edward | 18 |
| Cuthbert, John | 16 | Kitching, Arthur George | 16 | | |
| Duffil, Thomas William George | 17 | Parker, George | 20 | Wilson, Thomas Henry | 19 |

Pilots appointed and licensed for the River *Humber*, under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Basketter, Charles | 55 | Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook. |
| Calvert, John | 53 | |
| Clark, Edwin | 40 | |
| Carr, William | 32 | |
| Eshelby, Christopher | 51 | |
| Lamming, William Hollinshed | 56 | |
| Lancaster, Charles | 59 | |
| Markham, Stephen | 61 | |
| Rea, Edward | 32 | |
| Ward, Hugh | 37 | |
| Wright, James | 25 | |
| White, Charles | 55 | |
| White, Charles, the younger | 25 | |

Masters and Mates to whom Certificates have been granted within the limits of the *Humber* Pilots, under the Acts 2 & 3 Will. 4, c. 105, and 17 & 18 Vict. c. 104.

| NAMES. | Ages. | NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|---|---|
| Ansdell, Christopher | 50 | Dennison, Thomas Stevenson | 40 | Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook. |
| Avery, Benjamin John | 34 | Dryden, John | 34 | |
| Ayre, Charles | 37 | Dudding, David | 34 | |
| Atkinson, Edward Peter | 33 | Drury, William | 28 | |
| Bee, Benjamin David | 40 | Eyre, Joseph | 40 | |
| Bibbing, William | 35 | Earnshaw, George | 39 | |
| Brown, Matthew | 54 | Ellwood, John | 37 | |
| Barron, William | 39 | Edwards, Joseph | 41 | |
| Bergwitz, Herman | 23 | Eckles, Charles | 30 | |
| Barrett, Arthur Edwin | 31 | Elvin, John Jonathan | 30 | |
| Bond, Thomas | 33 | Foulston, George Robert | 48 | |
| Beverley, Michael | 39 | Forth, John Walter | 30 | |
| Bayes, Richard | 45 | Foster, Thomas Glenn | 32 | |
| Briggs, George | 45 | Fielder, John | 34 | |
| Cuttill, James | 49 | Fowler, George | 55 | |
| Cole, Henry | 49 | Frank, Samuel | 28 | |
| Colbridge, William | 28 | Frederickson, Abraham | 38 | |
| Cook, John | 41 | Gill, William Wordsworth | 40 | |
| Cook, John | 45 | Gravell, William | 49 | |
| Cawcutt, George | 45 | Graham, Anderson | 38 | |
| Chester, John Thomas | 29 | Godley, John | 43 | |
| Crombie, James Borwick | 37 | Groves, William | 49 | |
| Carling, Edward | 42 | Grant, Malkom Thoren | 32 | |
| Chambers, William Henry | 30 | Gledhill, William | 36 | |
| Cripsey, George | 23 | Horracks, Joseph | 36 | |
| Duncan, Nathan | 45 | Hedgcock, James | 40 | |
| Dossor, Frederick | 39 | Hudson, James | 32 | |
| Dyson, John | 46 | Hutton, Thomas | 47 | |

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

MASTERS and MATES to whom Certificates have been granted within the limits of the *Humber* Pilots, under the Acts 2 & 3 Will. 4, c. 105, and 17 & 18 Vict. c. 104—*continued.*

| NAMES. | Ages. | NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|---|---|
| Halifax, Henry | 31 | Peterson, Christian Henrich Biering | 36 | Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook. |
| Hindson, James | 54 | Peel, John | 53 | |
| Howlett, Edmund | 32 | Pike, Richard James | 32 | |
| Hornsby, Thomas Clark | 30 | | | |
| Heterick, John George | 40 | Riches, Mitchel Bloye | 52 | |
| Hewitt, Henry | 47 | Riches, Robert Bloye | 56 | |
| Hendry, John Henry | 44 | Read, William | 55 | |
| Hagestadt, John Henry | 31 | Roach, Robert | 33 | |
| Hudson, Rhodes | 51 | Redford, Edward Duncan | 35 | |
| Hood, Samuel | 30 | Richardson, Stephen | 31 | |
| Hall, George | 55 | Robinson, John | 36 | |
| Harrison, Richard | 42 | Reed, George Richardson | 33 | |
| Holyman, Thomas | 40 | Rayward, Robert | 42 | |
| Jay, James Thomas | 35 | Rutter, Edward | 43 | |
| Ingleby, Christopher | 41 | Raddings, John | 46 | |
| Johnston, David | 53 | Rose, George | 38 | |
| Jarratt, John | 47 | | | |
| Jackson, Thomas | 36 | Soulsby, George | 39 | |
| Johnson, Edward James | 38 | Soulsby, Henry | 47 | |
| | | Soulsby, Edward | 25 | |
| Kelsey, Thomas | 36 | Shetliff, George | 45 | |
| Kitwood, Thomas William | 37 | Snow, John Hindle | 44 | |
| King, George James | 36 | Schofield, Richard | 38 | |
| Kitching, William | 35 | Simpson, William John | 38 | |
| King, John Richardson | 54 | Sowden, William | 32 | |
| Kitching, John | 50 | Sawyer, John Brown | 37 | |
| Kendrich, Joseph | 28 | Saville, Charles | 31 | |
| Leader, George William | 33 | Seaton, William Pratt | 36 | |
| Lamplough, William, jun. | 38 | Samman, Henry | 26 | |
| Linklater, Andrew | 48 | Standidge, William | 31 | |
| Lamplough, Daniel Dunn | 34 | Smith, Thomas | 35 | |
| Lee, Francis George | 38 | | | |
| Lowther, William | 33 | Tasker, John | 30 | |
| Lumley, William | 41 | Todd, Henry | 50 | |
| Leggott, George | 38 | Thompson, Thomas Orlando | 41 | |
| Lee, Thomas Ransom | 42 | Thornham, George | 36 | |
| | | Tholander, Oscar | 35 | |
| M'Innes, William | 36 | | | |
| Mitchell, Henry | 47 | | | |
| Morley, John | 35 | Wright, John | 46 | |
| Marshall, Henry | 36 | Woodhead, Robert | 31 | |
| Moore, Thomas | 36 | Woodhead, Thomas, junior | 35 | |
| Mitchell, Thomas | 49 | Wood, James Lowrie | 39 | |
| Monro, Alexander Richard | 33 | Whitehead, Joshua Naylor | 38 | |
| Morgan, William | 36 | White, Andrew | 35 | |
| Mason, George | 40 | White, Charles Taylor | 38 | |
| Martin, Thomas | 41 | Watson, Robert | 28 | |
| | | West, Joseph | 42 | |
| North, William George | 52 | Wright, William | 47 | |
| Nicholson, George Colville | 48 | Whitehead, Thomas John | 32 | |
| | | Walters, Nathan | 33 | |
| Oliver, Samuel Hachett | 32 | Wood, Alfred | 34 | |
| | | Watson, William | 44 | |
| Powell, Charles | 37 | Wilkinson, Thomas Matthew | 48 | |
| Peat, Frederick | 43 | Wright, George Sellers | 32 | |
| Packham, William | 47 | Whitehouse, Benjamin | 36 | |
| Peek, Edward Robert | 30 | Wood, Philip | 38 | |
| | | Whittle, George | 51 | |

## Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

Pilots appointed and licensed for *New Holland*, in the County of *Lincoln*.

| NAMES. | Ages. | NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|---|---|
| Brewis, William Henry | 59 | Morrell, William | 65 | Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber, between New Holland aforesaid and the port of Kingston-upon-Hull, and also into and out of the said port of Kingston-upon-Hull. |
| Basketter, Charles | 55 | Mearns, William Straton | 53 | |
| Brown, Isaac | 36 | Mellon, William Townend | 53 | |
| Barnett, James | 52 | | | |
| Blenkin, Martin | 48 | Nicholson, Robert | 43 | |
| Bond, William | 29 | Newham, William | 53 | |
| Bond, George | 26 | | | |
| Brown, Henry | 34 | Owbridge, John | 51 | |
| Boxhall, Charles Frederick | 27 | | | |
| | | Pearson, William | 35 | |
| Collis, William | 42 | Parrott, Richard | 51 | |
| Calvert, John | 53 | Pudney, John | 28 | |
| Clark, Edwin | 40 | | | |
| Calvert, Richard | 37 | | | |
| Carr, William | 32 | Rogers, Edward | 61 | |
| Cross, Henry | 26 | Rowan, Thomas William | 47 | |
| | | Richardson, Isaac | 34 | |
| Dickinson, James Thomas | 27 | Rea, Edward | 32 | |
| Dixon, Henry | 46 | Rea, John | 29 | |
| | | Roberts, Edwin | 29 | |
| Eshelby, Christopher | 51 | Redfearn, George Henry | 30 | |
| Eshelby, William Morley | 49 | | | |
| Etherington, William | 37 | Shay, William | 44 | |
| | | Stephenson, Christopher | 27 | |
| Frost, Edmund | 63 | Stocks, Joseph | 50 | |
| Featherstone, Henry Hunt | 54 | Smith, John | 39 | |
| | | Shelton, Thomas | 47 | |
| Good, Thomas William | 30 | Sampson, William | 30 | |
| Godfrey, John Samuel | 24 | Spence, James Thomas | 36 | |
| | | Stanford, George William | 36 | |
| Harvey, John | 63 | | | |
| Hopper, Tewson | 35 | Thompson, William Cockerill | 40 | |
| Hume, William | 39 | Thompson, William | 43 | |
| Jenneson, Joseph | 48 | White, Charles | 55 | |
| | | Wilson, Thomas | 45 | |
| Kilburn, John | 35 | Ward, Pearson | 45 | |
| | | Ward, Hugh | 37 | |
| Lundie, Wellington | 61 | Wilkin, John | 40 | |
| Lamming, William Hollinshed | 56 | Wallace, William Henry | 33 | |
| Linwood, Thomas | 57 | Wilkin, George | 32 | |
| Lancaster, Charles | 59 | Wray, Thomas | 32 | |
| Liversedge, William | 40 | Wilson, Watson | 46 | |
| Lofley, John William | 27 | Wilkin, David | 36 | |
| | | Ward, John | 31 | |
| Markham, Stephen | 61 | Wright, James | 25 | |
| Mundey, Edward | 29 | White, Charles, the younger | 25 | |

Masters to whom Certificates have been granted for *New Holland*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Tulstow, George | 32 | Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the port of Kingston-upon-Hull, and also into and out of the said port of Kingston-upon-Hull. |
| Pepper, Henry | 60 | |
| Rushforth, Joseph | 46 | |
| Woodall, Matthew | 47 | |

## Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

Masters to whom Certificates have been granted for *Great Grimsby*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Butts, Thomas | 46 | Into and out of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook. |
| Brown, John Cuthbert | 37 | |
| Bruster, James | 40 | |
| Coleman, James | 34 | |
| Currie, William | 31 | |
| Ebbitt, Samuel Robert | 39 | |
| Eymery, Ambroise | 40 | |
| Guittet, Etienne | 51 | |
| Gibbs, Samuel | 41 | |
| Harker, William John | 34 | |
| Hawkins, Alexander Colvin | 43 | |
| Lelubez, Ferdinand | 31 | |
| Maltby, William | 42 | |
| Miller, William | 41 | |
| Masson, Theodore | 30 | |
| Morè, Emile | 30 | |
| Miller, Thomas | 37 | |
| Naudin, Alphonse | 37 | |
| Petterson, John | 35 | |
| Toogood, James, the younger | 47 | |
| Walker, Richard, senior | 45 | |
| Woods, John | 33 | |
| Westlake, John Rosier | 55 | |
| Walsh, William Edwin | 59 | |

Master to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the Port of *Great Grimsby*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

| NAME. | Age. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Chapman, Levi | 55 | Into and out of the port of Kingston-upon-Hull, and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber between the said port of Kingston-upon-Hull and the said port of Great Grimsby. |

Master to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the *River Humber*, between that Port and *Ferriby Sluice*, under the Act 17 & 18 Vict. c. 104.

| NAME. | Age. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Clarkson, Thomas | 52 | Into and out of the port of Kingston-upon-Hull, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River, called Ferriby Sluice, and *vice versâ*. |

## RATES of PILOTAGE.

HULL } The Rates printed at pages 129 and 130 of Parl. Paper, No. 516 of 1855, are still in force.
NEW HOLLAND }

GREAT GRIMSBY - The Rates printed at page 45 of Parl. Paper, No. 354 of 1856, are still in force.

## Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

### AMOUNT received for Pilotage of Vessels in 1875.

### PORT OF HULL.—(1.) INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Vessels Laden. | | Vessels in Ballast. | | Vessels Laden. | | Vessels in Ballast. | | Vessels Laden. | | Vessels in Ballast. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads | 1 | 1 2 - | - | - - - | 2 | 3 8 9 | 2 | 2 4 6 | 26 | 39 8 6 | 3 | 3 2 - | 34 | 49 5 9 |
| From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull | 52 | 72 15 2 | 2 | 3 - - | 559 | 2,035 10 11 | 17 | 31 16 9 | 1,190 | 3,998 4 4 | 15 | 27 2 6 | 1,835 | 6,168 9 8 |
| From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to New Holland | - | - - - | - | - - - | - | - - - | - | - - - | 6 | 14 17 - | - | - - - | 6 | 14 17 - |
| From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull | 11 | 14 4 - | - | - - - | 54 | 137 11 - | 6 | 8 9 10 | 127 | 313 9 - | 4 | 5 2 2 | 202 | 478 16 - |
| From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull | 4 | 5 17 10 | - | - - - | 28 | 62 3 3 | 1 | 2 2 6 | 87 | 178 11 2 | 3 | 4 - 2 | 123 | 252 14 11 |
| From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull | 4 | 5 1 3 | - | - - - | 30 | 45 1 - | 4 | 5 9 6 | 72 | 115 6 11 | 6 | 8 12 10 | 116 | 179 11 6 |
| From Whitebooth Roads to the Port of Kingston-upon-Hull | - | - - - | - | - - - | - | - - - | - | - - - | 3 | 1 18 9 | - | - - - | 3 | 1 18 9 |
| From New Holland to the Port of Kingston-upon-Hull | - | - - - | - | - - - | - | - - - | - | - - - | 6 | 4 13 9 | 1 | - 7 6 | 7 | 5 1 3 |
| Tidesworks, Attendances, &c. | - | - - - | - | - - - | - | - - - | - | - - - | - | - - - | - | - - - | - | 462 6 - |
| Total | 72 | 99 - 3 | 2 | 3 - - | 673 | 2,283 14 11 | 30 | 50 3 1 | 1,517 | 4,666 9 5 | 32 | 48 7 2 | 2,326 | 7,613 - 10 |

| Vessels changing at Hull for Ports and Places above Hull. | Number of Vessels. | Amount of Pilotage below Hull. |
|---|---|---|
| | | £. s. d. |
| Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots | 156 | 353 10 5 |

### PORT OF GRIMSBY.—(1.) INWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks | - | - - - | 4 | 5 9 2 | 85 | 205 16 11 | 18 | 25 9 - | 358 | 821 9 10 | 25 | 28 6 - | 490 | 1,086 10 11 |
| From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks | - | - - - | - | - - - | 18 | 37 17 5 | 3 | 3 - 10 | 42 | 78 13 10 | 3 | 3 17 - | 66 | 123 9 1 |
| From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks | - | - - - | 1 | - 10 - | 13 | 16 1 8 | 2 | 2 17 8 | 49 | 66 6 7 | 3 | 3 3 8 | 68 | 88 19 7 |
| Total | - | - - - | 5 | 5 19 2 | 116 | 259 16 - | 23 | 31 7 6 | 449 | 966 10 3 | 31 | 35 6 8 | 624 | 1,298 19 7 |

## CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

### PORT OF HULL—*continued.*

### AMOUNT received for PILOTAGE of VESSELS in 1875.

### PORT OF HULL.—(2.) OUTWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Vessels Laden. | | Vessels in Ballast. | | Vessels Laden. | | Vessels in Ballast. | | Vessels Laden. | | Vessels in Ballast. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | s. d. | | £. s. d. | | £. s. d. |
| From Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff | – | – – – | – | – – – | 2 | 3 6 3 | – | – – – | 11 | 14 13 6 | 2 | 2 12 8 | 15 | 20 12 5 |
| From the Port of Kingston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber | 100 | 121 3 4 | 34 | 43 6 5 | 343 | 953 1 3 | 195 | 296 7 – | 1,077 | 2,719 11 4 | 312 | 431 6 11 | 2,061 | 4,564 16 3 |
| From New Holland to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber | – | – – – | – | – – – | – | – – – | – | – – – | 8 | 19 7 – | – | – – – | 8 | 19 7 – |
| From the Port of Kingston-upon-Hull to the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber to the eastward of the Point where the Spurn High Lighthouse bears north-east | – | – – – | – | – – – | 8 | 12 7 – | 33 | 45 15 2 | 16 | 23 17 4 | 33 | 36 3 4 | 90 | 118 2 10 |
| From the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads | – | – – – | 1 | 1 8 – | 1 | 1 14 – | 7 | 8 15 6 | 10 | 15 17 10 | 2 | 2 4 4 | 21 | 29 19 8 |
| From Hull to New Holland | – | – – – | – | – – – | – | – – – | – | – – – | 9 | 20 1 11 | 2 | – 12 6 | 11 | 20 14 5 |
| Tidesworks, Attendances, &c. | – | – – – | – | – – – | – | – – – | – | – – – | – | – – – | – | – – – | – | 242 9 4 |
| TOTAL | 100 | 121 3 4 | 35 | 44 14 5 | 354 | 970 8 6 | 235 | 350 17 8 | 1,131 | 2,813 8 11 | 351 | 472 19 9 | 2,206 | 5,016 1 11 |

| Vessels from Ports and Places above Hull changing at Hull. | Number of Vessels. | Amount of Pilotage below Hull. |
|---|---|---|
| | | £. s. d. |
| Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots | 132 | 274 – 2 |

### PORT OF GRIMSBY.—(2.) OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From the Grimsby Docks to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff | – | – – – | – | – – – | 2 | 4 16 9 | 10 | 12 7 4 | 17 | 40 2 11 | 15 | 17 9 – | 44 | 74 16 – |
| From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber | – | – – – | – | – – – | 124 | 297 19 7 | 45 | 58 17 – | 410 | 867 9 – | 52 | 58 14 9 | 631 | 1,283 – 4 |
| From the Grimsby Docks to the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber to the eastward of the point where the Spurn High Lighthouse bears north-east | – | – – – | – | – – – | – | – – – | – | – – – | 11 | 17 17 – | 3 | 2 8 4 | 14 | 20 5 4 |
| TOTAL | – | – – – | – | – – – | 126 | 302 16 4 | 55 | 71 4 4 | 438 | 925 8 11 | 70 | 78 12 1 | 689 | 1,378 1 8 |

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Commissioners acting under the *Humber* Pilot Act.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance from last annual account | 992 | 19 | 10 | By amounts paid to pilots | 11,751 | 18 | 10 |
| To amounts received for licenses | 226 | 16 | – | By amounts paid for salaries | 288 | 10 | 3 |
| To amount received for superannuated pilots | 269 | 6 | 6 | By amounts paid to collectors at Grimsby, Goole, and Gainsborough | 194 | 12 | 4 |
| To amount received for fines | 19 | 7 | 11 | By amounts paid for incidentals, as taxes, stationery, solicitors, and tradesmen's bills, &c. | 228 | 17 | 6 |
| To amount received for gross inward pilotage | 8,912 | – | 5 | By amounts paid to pilot cutters | 1,847 | 3 | 1 |
| To amount received for gross outward pilotage | 6,394 | 3 | 7 | By amounts paid to superannuated pilots | 421 | 15 | – |
| To amount received for Captain Cator's rent, &c. | 1 | 6 | – | By amounts paid to widows | 124 | 6 | – |
| | | | | By amounts deducted from outward pilotage for apprentices, victuals, oil, and boatmen | 751 | 14 | 7 |
| | | | | By balance | 1,207 | 2 | 8 |
| £. | 16,816 | – | 3 | £. | 16,816 | – | 3 |

Hull, 6 January 1876.

*J. S. Richardson,*
Clerk to the Commissioners.

## PORT OF GAINSBOROUGH.

### BYE-LAWS.

The Bye-Laws printed at pp. 48 and 49 of Parl. Paper, No. 408 of 1867, are still in force.

### NAMES of PILOTS.

MASTERS to whom Certificates have been granted under the Act 17 & 18 Vict. c. 104.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Gledhill, William | 36 | Into and out of the Port of Gainsborough, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof. |
| Harrison, William | 52 | |
| Jackson, Joseph | 40 | |
| Parkinson, Joseph | 31 | |

### RATES of PILOTAGE.

*See* Parl. Paper, No. 287 of 1860, p. 54. The Rates there referred to are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GAINSBOROUGH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Hull Roads to Gainsborough - | - | - - | 1 | - 19 10 | 3 | 5 10 - | 4 | 6 9 10 |

(2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Gainsborough to Hull Roads - | 1 | 1 9 9 | 1 | - 18 8 | 4 | 5 10 - | 6 | 7 18 5 |

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for - - - - | Inward pilotage - | 6 9 10 | By amount paid Enoch Thompson - - | 11 18 7 |
| | Outward pilotage | 7 18 5 | By amount paid John Barton - - - | 1 7 - |
| | | | By commission - - - - - - | 1 1 8 |
| | | | By boat - - - - - - - - | - 1 - |
| | £. | 14 8 3 | £. | 14 8 3 |

*Edward Schofield,* Pilot Master.

## PORT OF GOOLE.

### BYE-LAWS.

The Bye-Laws printed at pp. 49 and 50 of Parl. Paper, No. 408 of 1867, still remain in force.

### NAMES of PILOTS.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Ashton, Edward - - - | 56 | Into and out of the Port of Goole and the waters thereof, and upon any part of the River Humber, between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof. |
| Clark, William - - - | 63 | |
| Jewitt, Peter - - - | 59 | |
| Kellitt, Joseph - - - | 54 | |

## Corporation of Trinity House of Kingston-upon-Hull—Goole—*continued.*

### Names of Pilots—*continued.*

Masters and Mates to whom Certificates have been granted under the Act 17 & 18 Vict. c. 104.

| NAMES. | Ages. | NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|---|---|
| Ayre, Charles | 37 | Ingleby, Christopher | 41 | Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber, called Hull Roads, and also into and out of the said Roads, and upon any part thereof. |
| Atkinson, Edward Peter | 33 | Kitwood, Thomas William | 37 | |
| Brown, John | 38 | King, George James | 36 | |
| Cook, John | 33 | Leggott, George | 38 | |
| Cook, John (2) | 41 | Lumley, William | 41 | |
| Cottam, George | 40 | Osburn, George | 26 | |
| Drury, William | 28 | Powell, Charles | 37 | |
| Ellwood, John | 37 | Redford, Edward Duncan | 35 | |
| Empson, Thomas | 34 | Rothbarth, Heinerich Emil Ehrenfried | 30 | |
| Eyre, Joseph | 40 | Schofield, Richard | 38 | |
| Fielder, John | 34 | Wright, John | 46 | |
| Gravell, William | 49 | Woodhead, Robert | 31 | |
| Jackson, Thomas | 36 | Woodhead, Thomas, jun. | 35 | |

### RATES of PILOTAGE.

*See* p. 56 of Parl. Paper, No. 287 of 1860. The Rates there referred to still remain in force.

### AMOUNT received for Pilotage of Vessels in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Hull Roads to Goole | 40 | 33 19 8 | 66 | 90 3 3 | 61 | 94 5 9 | 167 | 218 8 8 |

(2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Goole to Hull Roads | 32 | 26 18 – | 53 | 80 17 9 | 58 | 76 – 2 | 143 | 183 15 11 |

### ACCOUNT of all Monies received and expended in respect of Pilots or Pilotage.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for | Inward pilotage | 218 8 8 | By commission paid to pilot master | 30 3 5 |
| | Outward pilotage | 183 15 11 | By amount paid to pilots | 331 9 6 |
| | | | By pilots' boating, railway fares, &c. | 35 11 7 |
| | | | By stationery, telegrams, and stamps | 1 19 4 |
| | | | By pilots' licenses | 2 5 – |
| | | | By sundry expenses | – 15 9 |
| £. | | 402 4 7 | £. | 402 4 7 |

Pilot Office, Goole, January 1876.

*Samuel Wright*, Pilot Master.

# PORT OF SPALDING.

## BYE-LAWS.

The Bye-Laws printed at pp. 51 and 52 of Parl. Paper, No. 408 of 1867, are still in force.

## NAMES of PILOTS.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Cope, Samuel - - - | 51 | Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deeps called Boston Deeps, so far as a certain buoy there called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the River Welland, in the Town of Spalding. |
| Johnson, John - - - | 64 | |
| Royce, Joseph, the younger - | 35 | |

## RATES of PILOTAGE.

The Rates printed at p. 58 of Parl. Paper, No. 174 of 1858 are still in force.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Welland Setway to Fosdyke Bridge. | 160 | 62 13 3 | 1 | 1 4 – | 2 | 1 19 – | 163 | 65 16 3 |
| From Fosdyke Bridge to Spalding High Bridge. | 4 | 1 7 – | – | - - - | – | - - - | 4 | 1 7 – |
| TOTAL - - - | 164 | 64 – 3 | 1 | 1 4 – | 2 | 1 19 – | 167 | 67 3 3 |

### (2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Fosdyke Bridge to Welland Setway. | 41 | 11 8 9 | – | - - - | 2 | 1 4 – | 43 | 12 12 9 |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for - - - - | Inward pilotage | 67 3 3 | By renewal of licenses - - - - | 4 10 – |
| | Outward pilotage | 12 12 9 | By sundry expenses, beacons, &c. - - | 3 12 10 |
| | | | By amount paid to pilots - - - - | 71 13 2 |
| | £. | 79 16 – | £. | 79 16 – |

*John Kingston*, Receiver.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

# PORT OF WISBECH.

## BYE-LAWS.

The Bye-Laws printed at pp. 51 to 54 of Parl. Paper, No. 408 of 1867, still remain in force.

## NAMES of PILOTS.

| NAMES. | Ages. | SERVICE FOR WHICH LICENSED. |
|---|---|---|
| Burton, Edred | 36 | Into and out of the Port and Harbour of Wisbech and the waters thereof, and from the Town of Wisbech, through the Cross Keys Bridge to the Lower Roads at sea, outwards; and from the said Lower Roads at sea through the Cross Keys Bridge to the said Town of Wisbech, inwards; and from and to all intermediate places between the said town and the said Lower Roads. |
| Butler, John | 53 | |
| Durrington, Holland | 35 | |
| Garner, John | 36 | |
| Pilkington, Peter | 57 | |
| Taylor, John, the younger | 37 | |

## RATES of PILOTAGE.

The Rates printed at p. 130 of Parl. Paper, No. 516 of 1855, are still in force.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES FOR WHICH PILOTED. | BRITISH VESSELS. | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|
| | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. |
| From the Lower Roads at Sea to the Cross Keys Bridge | 53 | 40 10 6 | 41 | 50 – 4 | 94 | 90 10 10 |
| From the Lower Roads at Sea to Wisbech | 55 | 71 17 3 | 129 | 200 16 4 | 184 | 272 13 7 |
| For extra pilotage above the Cross Keys Bridge | 5 | 2 8 – | 4 | 2 3 4 | 9 | 4 11 4 |
| TOTAL | 113 | 114 15 9 | 174 | 253 – – | 287 | 367 15 9 |

### (2.)—OUTWARDS.

| | | | | | | |
|---|---|---|---|---|---|---|
| From the Cross Keys Bridge to the Lower Roads at Sea | 43 | 28 13 3 | 41 | 33 10 1 | 84 | 62 3 4 |
| From Wisbech to the Lower Roads at Sea | 29 | 39 2 9 | 107 | 152 8 8 | 136 | 191 11 5 |
| From Wisbech to the Cross Keys Bridge | 2 | – 13 2 | – – | – – – | 2 | – 13 2 |
| TOTAL | 74 | 68 9 2 | 148 | 185 18 9 | 222 | 254 7 11 |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for | Inward pilotage | 367 15 9½ | By amount paid to pilots | 622 3 9 |
| | Outward pilotage | 254 7 11½ | | |
| £. | | 622 3 9 | £. | 622 3 9 |

Wisbech, 15 January 1876.

*Fra. Jackson,*
Secretary of the Sub-Commissioners of Pilotage.

Trinity House, Kingston-upon-Hull,
11 May 1876.

*Edw. J. Wilson,*
Secretary.

# PORT OF LANCASTER.

## BYE-LAWS, RULES, &c.

*See* p. 86 of Parl. Paper, No. 408 of 1867.

A leagueage of 1*l.* 1*s.* for every three miles outside of the present charge of 5*s.* per foot line, as far as Morecambe Bay Light Ship, to be charged by the pilots.

## NAMES of PILOTS.

*See* p. 78 of Parl. Paper, No. 276 of 1875.

## RATES of PILOTAGE.

*See* p. 87 of Parl. Paper, No. 408 of 1867. In addition to these Rates the pilots may charge 1*l.* 1*s.* for every three miles outside the present rate of 5*s.* per foot line, as far as Morecambe Bay Light Ship.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Glasson Dock | 5 | 4 15 – | 2 | 1 16 – | 5 | 9 14 – | 8 | 44 6 6 | 1 | 5 3 – | 13 | 57 15 6 | 34 | 123 10 – |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Glasson Dock to Sea | – | – – | – | – – | – | – – | 10 | 23 12 – | 1 | 1 – – | 10 | 21 12 – | 21 | 46 4 – |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for – – – – | Inward pilotage – | 123 10 – | By amount paid to pilots – – – – | 169 14 – |
| | Outward pilotage – | 46 4 – | | |
| | £. | 169 14 – | £. | 169 14 – |

7 February 1876.

*John Walker*, Clerk.

# PORT OF LIVERPOOL.

## BYE-LAWS, &c.

*See* pp. 88, 89, 90, 91, 92, and 93, of Parl. Paper, No. 408 of 1867.

## NAMES and AGES of PILOTS and APPRENTICES.

| Name. | Age. | Rank. | License. |
|---|---|---|---|
| **No. 1 Boat. Schooner "Queen."** | | | |
| William J. M'Cracken | 58 | Master | Full. |
| Henry Lancaster | 56 | Pilot | ditto. |
| George K. Dixon | 53 | ditto | ditto. |
| William Taylor | 46 | ditto | ditto. |
| William Browne | 46 | ditto | ditto. |
| Frederick Simpson | 43 | ditto | ditto. |
| John Wissett | 42 | ditto | ditto. |
| Charles S. Daniels | 39 | ditto | ditto. |
| George Parkinson | 37 | ditto | ditto. |
| John B. Sumner | 35 | ditto | ditto. |
| Joseph E. Sumner | 35 | ditto | ditto. |
| Thomas Reason | 35 | ditto | ditto. |
| Charles H. Jones | 35 | ditto | ditto. |
| Henry Day | 33 | ditto | ditto. |
| Edward Woods | 32 | ditto | ditto. |
| William H. Dawson | 32 | ditto | ditto. |
| Edward M. Jones | 29 | ditto | ditto. |
| David R. Dean | 26 | ditto | ditto. |
| John J. Campbell | 28 | Journeyman | 1,000 tons. |
| John G. Jones | 25 | ditto | ditto. |
| Ellis Taylor | 26 | ditto | ditto. |
| Robert H. Boult | 24 | Apprentice | 500 tons. |
| Thomas E. Parry | 23 | ditto | 250 tons. |
| William H. Blundell | 17 | ditto | Unlicensed. |
| John Morton | 18 | ditto | ditto. |
| Edward J. Ledder | 16 | ditto | ditto. |
| **No. 2 Boat. Schooner "Leader."** | | | |
| Samuel Jones | 60 | Master | Full. |
| William Jones | 54 | 2nd ditto | ditto. |
| Humphrey Jones | 64 | Pilot | ditto. |
| John Lawrenson | 47 | ditto | ditto. |
| Brereton P. Evans | 43 | ditto | ditto. |
| Thomas W. Cockram | 43 | ditto | ditto. |
| William Cain | 43 | ditto | ditto. |
| Benjamin Llewellin | 42 | ditto | ditto. |
| Thomas Lewis | 42 | ditto | ditto. |
| George Thompson | 38 | ditto | ditto. |
| Frederick Schaivi | 35 | ditto | ditto. |
| Edward Hill | 33 | ditto | ditto. |
| John Scott | 32 | ditto | ditto. |
| William Crane | 32 | ditto | ditto. |
| George H. Dean | 32 | ditto | ditto. |
| William Jones | 33 | ditto | ditto. |
| Thomas Dixon | 29 | ditto | ditto. |
| George Dawson | 30 | ditto | ditto. |
| Richard Owen | 28 | ditto | ditto. |
| William R. Owen | 35 | Journeyman | 1,000 tons. |
| William W. Webster | 26 | ditto | ditto. |
| Robert Williams | 46 | ditto | ditto. |
| David Christie | 23 | ditto | ditto. |
| Richard Edwards | 24 | ditto | 500 tons. |
| Thomas G. Roberts | 21 | Apprentice | 250 tons. |
| John E. Brown | 19 | ditto | ditto. |
| Fred. W. T. Penney | 16 | ditto | Unlicensed. |
| Alexander Abernethy | 18 | ditto | ditto. |
| Charles E. Cannan | 16 | ditto | ditto. |
| William Dry | 16 | ditto | ditto. |

| Name. | Age. | Rank. | License. |
|---|---|---|---|
| **No. 3 Boat. Schooner "The Duke."** | | | |
| Thomas Parry | 57 | Master | Full. |
| John Williams | 54 | 2nd ditto | ditto. |
| John Jones | 58 | Pilot | ditto. |
| George H. Rogers | 48 | ditto | ditto. |
| Septimus Dixon | 48 | ditto | ditto. |
| James Higgin | 49 | ditto | ditto. |
| Richard H. Blundell | 46 | ditto | ditto. |
| William Brewer | 43 | ditto | ditto. |
| John Walters | 42 | ditto | ditto. |
| Frederick C. Ashworth | 40 | ditto | ditto. |
| Anthony Little | 40 | ditto | ditto. |
| Thomas Edwards | 37 | ditto | ditto. |
| Thomas G. Wilkin | 39 | ditto | ditto. |
| John Williams | 34 | ditto | ditto. |
| Thorley Lester | 38 | ditto | ditto. |
| Thomas P. Draper | 31 | ditto | ditto. |
| William Atherton | 31 | ditto | ditto. |
| James S. Holmes | 31 | ditto | ditto. |
| William Davies | 31 | ditto | ditto. |
| William T. Roberts | 46 | ditto | ditto. |
| William Jones | 30 | ditto | ditto. |
| Henry J. Manchester | 24 | Journeyman | 1,000 tons. |
| Richard Shaw | 47 | ditto | ditto. |
| Henry Laver | 23 | ditto | ditto. |
| William H. Davies | 19 | Apprentice | 250 tons. |
| Richard J. Gore | 21 | ditto | ditto. |
| Robert D. Garden | 22 | ditto | Unlicensed. |
| Joseph W. Johnson | 16 | ditto | ditto. |
| Charles H. Barnard | 17 | ditto | ditto. |
| **No. 4 Boat. Cutter "Auspicious."** | | | |
| James Crossley | 53 | Master | Full. |
| John Thomas | 50 | 2nd ditto | ditto. |
| George Bridge | 51 | Pilot | ditto. |
| Joseph Harrison | 44 | ditto | ditto. |
| William H. Diaper | 44 | ditto | ditto. |
| James M'Lean | 38 | ditto | ditto. |
| John Henderson | 35 | ditto | ditto. |
| John Roberts | 34 | ditto | ditto. |
| William D. M'Culloch | 34 | ditto | ditto. |
| John Shepherd | 34 | ditto | ditto. |
| George W. Irwin | 34 | ditto | ditto. |
| Henry J. Evans | 32 | ditto | ditto. |
| Richard B. Courtney | 32 | ditto | ditto. |
| Robert Miller | 29 | ditto | ditto. |
| James S. Warden | 31 | ditto | ditto. |
| Daniel W. Wissett | 30 | ditto | ditto. |
| John S. Cottier | 27 | ditto | ditto. |
| Thomas Martin | 50 | Journeyman | 1,000 tons. |
| Henry L. Parry | 23 | ditto | ditto. |
| Henry Jones | 23 | Apprentice | 500 tons. |
| John A. Rutherford | 21 | ditto | 250 tons. |
| Frederick A. Roberts | 20 | ditto | Unlicensed. |
| William Jones | 19 | ditto | ditto. |
| Edward S. Chamberlin | 17 | ditto | ditto. |

PORT OF LIVERPOOL—*continued.*

| NAME. | AGE. | RANK. | LICENSE. |
|---|---|---|---|
| **No. 5 Boat. Schooner "Victoria and Albert."** | | | |
| Mark N. Bridge | 54 | Master | Full. |
| John Hughes | 56 | 2nd Master | ditto. |
| Joseph H. Hyslop | 55 | Pilot | ditto. |
| Samuel Dean | 51 | ditto | ditto. |
| John Simpson | 45 | ditto | ditto. |
| Richard Williams | 44 | ditto | ditto. |
| Robert M. Raleigh | 41 | ditto | ditto. |
| Joseph Martin | 42 | ditto | ditto. |
| Thomas S. Williams | 44 | ditto | ditto. |
| Hugh Jones | 37 | ditto | ditto. |
| William Evans | 42 | ditto | ditto. |
| William Hullin | 31 | ditto | ditto. |
| Robert Lloyd | 32 | ditto | ditto. |
| John H. Wilson | 32 | ditto | ditto. |
| John M. Horswell | 33 | ditto | ditto. |
| John L. Harris | 30 | ditto | ditto. |
| Rowland Dunnage | 32 | ditto | ditto. |
| Thomas Evans | 32 | ditto | ditto. |
| William Morgan | 23 | Journeyman | 1,000 tons. |
| Richard Parry | 26 | ditto | ditto. |
| John Roberts | 37 | ditto | 500 tons. |
| John R. Jones | 24 | Apprentice | ditto. |
| Benjamin Drury | 22 | ditto | ditto. |
| John W. Jones | 22 | ditto | 250 tons. |
| Charles E. Wilcox | 20 | ditto | Unlicensed. |
| John Simpson | 19 | ditto | ditto. |
| James Wookey | 17 | ditto | ditto. |

| NAME. | AGE. | RANK. | LICENSE. |
|---|---|---|---|
| **No. 6 Boat. Schooner "Pioneer."** | | | |
| John Bark | 47 | 2nd Master | Full. |
| Joseph Davies | 50 | Pilot | ditto. |
| William Jones | 50 | ditto | ditto. |
| Francis C. Beckett | 43 | ditto | ditto. |
| George Ledder | 46 | ditto | ditto. |
| Robert Corrin | 44 | ditto | ditto. |
| Thomas Hughes | 44 | ditto | ditto. |
| John Williams | 41 | ditto | ditto. |
| James H. Irving | 40 | ditto | ditto. |
| John Jones | 33 | ditto | ditto. |
| Henry Dean | 34 | ditto | ditto. |
| William R. Buckley | 33 | ditto | ditto. |
| William Evans | 33 | ditto | ditto. |
| Richard Leigh | 31 | ditto | ditto. |
| John Fieldhouse | 51 | Journeyman | 1,000 tons. |
| George G. Bark | 38 | ditto | ditto. |
| James W. Wilson | 52 | ditto | ditto. |
| Edward Griffiths | 25 | ditto | ditto. |
| David Jones | 24 | ditto | 500 tons. |
| Alfred G. Pearce | 22 | Apprentice | 250 tons. |
| John A. Partington | 22 | ditto | ditto. |
| David S. Jones | 19 | ditto | Unlicensed. |
| William A. Brough | 18 | ditto | ditto. |
| John J. E. Dean | 15 | ditto | ditto. |

| NAME. | AGE. | RANK. | LICENSE. |
|---|---|---|---|
| **No. 7 Boat. Schooner "Lancashire Witch."** | | | |
| William Rowlands | 65 | Master | Full. |
| John Williams | 55 | 2nd Master | ditto. |
| Griffith Edwards | 51 | 3rd Master | ditto. |
| Edward Callwood | 45 | Pilot | ditto. |
| James Barber | 43 | ditto | ditto. |
| Thomas Owen | 49 | ditto | ditto. |
| Hugh Jones | 48 | ditto | ditto. |
| William A. Jervis | 40 | ditto | ditto. |
| Owen Owen | 45 | ditto | ditto. |
| William Parry | 38 | ditto | ditto. |
| John Beattie | 38 | ditto | ditto. |
| Richard J. Owen | 37 | ditto | ditto. |
| William Jones (1) | 35 | ditto | ditto. |
| Richard Williams | 35 | ditto | ditto. |
| John Maybrick | 34 | ditto | ditto. |
| John P. Davies | 34 | ditto | ditto. |
| Henry Hughes | 34 | ditto | ditto. |
| William Farrell | 31 | ditto | ditto. |
| William Jones (2) | 30 | ditto | ditto. |
| William Roberts | 29 | Journeyman | 1,000 tons. |
| Henry P. Parry | 25 | ditto | ditto. |
| Hugh Evans | 24 | ditto | 500 tons. |
| Frederick S. Halpin | 24 | Apprentice | ditto. |
| John Evans | 24 | ditto | ditto. |
| David Jones | 21 | ditto | 250 tons. |
| Daniel Jones | 21 | ditto | Unlicensed. |
| David Pritchard | 18 | ditto | ditto. |
| James F. Merchant | 17 | ditto | ditto. |

| NAME. | AGE. | RANK. | LICENSE. |
|---|---|---|---|
| **No. 8 Boat. Schooner "Pride of Liverpool."** | | | |
| Charles Christie | 62 | Master | Full. |
| John Pritchard | 58 | 2nd Master | ditto. |
| Thomas J. Smith | 49 | Pilot | ditto. |
| Hugh Williams | 46 | ditto | ditto. |
| John Kirkman | 46 | ditto | ditto. |
| William P. Owen | 45 | ditto | ditto. |
| William Wilson | 40 | ditto | ditto. |
| Samuel Dawson | 44 | ditto | ditto. |
| James Horner | 38 | ditto | ditto. |
| William Hurrell | 40 | ditto | ditto. |
| Owen Griffiths | 37 | ditto | ditto. |
| William Long | 34 | ditto | ditto. |
| Robert R. Clarke | 34 | ditto | ditto. |
| Thomas Strother | 33 | ditto | ditto. |
| William Hughes | 32 | ditto | ditto. |
| Richard R. Cotter | 32 | ditto | ditto. |
| Edward Hughes | 27 | ditto | ditto. |
| Isaac Bell | 27 | ditto | ditto. |
| Charles F. Felton | 27 | Journeyman | 1,000 tons. |
| James H. Hulley | 42 | ditto | 500 tons. |
| Charles Williams | 21 | Apprentice | ditto. |
| John B. Sale | 23 | ditto | ditto. |
| Thomas Owens | 23 | ditto | 250 tons. |
| John A. E. Martin | 19 | ditto | Unlicensed. |
| Robert Allen | 18 | ditto | ditto. |
| John Davies | 17 | ditto | ditto. |

PORT OF LIVERPOOL—*continued.*

| NAME. | AGE. | RANK. | LICENSE. |
|---|---|---|---|
| **No. 9 Boat. Schooner "Guide."** | | | |
| John Scott | 59 | Master | Full. |
| Robert Buddle | 54 | 2nd ditto | ditto. |
| Jonathan Hodgson | 49 | Pilot | ditto. |
| Frederick Thornton | 47 | ditto | ditto. |
| Robert Searchwell | 51 | ditto | ditto. |
| William Crane | 44 | ditto | ditto. |
| Samuel Porter | 45 | ditto | ditto. |
| Richard H. Whitford | 39 | ditto | ditto. |
| John Roberts | 41 | ditto | ditto. |
| William Leech | 32 | ditto | ditto. |
| George Bird | 32 | ditto | ditto. |
| William Harrison | 29 | ditto | ditto. |
| Jonathan Hetherington | 30 | ditto | ditto. |
| Richard Taggart | 34 | ditto | ditto. |
| Thomas Deacon | 37 | Journeyman | 1,000 tons. |
| William Taggart | 38 | ditto | ditto. |
| John Bebington | 29 | ditto | ditto. |
| Thomas Leigh | 26 | ditto | ditto. |
| Robert Bispham | 39 | ditto | 500 tons. |
| William Davies | 24 | Apprentice | ditto. |
| William Backhouse | 22 | ditto | ditto. |
| John Bell | 19 | ditto | 250 tons. |
| John O. Strange | 20 | ditto | Unlicensed. |
| Edward C. Harris | 18 | ditto | ditto. |
| Richard Littler | 17 | ditto | ditto. |
| **No. 10 Boat. Schooner "Criterion."** | | | |
| John Jones | 58 | Master | Full. |
| Charles Long | 48 | 2nd ditto | ditto. |
| Richard Edwards | 55 | Pilot | ditto. |
| John Christie | 51 | ditto | ditto. |
| Joseph Holt | 48 | ditto | ditto. |
| Henry Parry | 45 | ditto | ditto. |
| Thomas M. Parry | 41 | ditto | ditto. |
| Edward R. Musker | 41 | ditto | ditto. |
| Daniel O'Neill | 36 | ditto | ditto. |
| John Ennis | 41 | ditto | ditto. |
| John Morton | 34 | ditto | ditto. |
| Henry S. Blundell | 33 | ditto | ditto. |
| Thomas Forster | 32 | ditto | ditto. |
| Charles Jones | 29 | ditto | ditto. |
| Samuel B. Cannell | 32 | ditto | ditto. |
| James Munro | 31 | ditto | ditto. |
| Walter W. Dudley | 26 | ditto | ditto. |
| Robert M'Millan | 31 | ditto | ditto. |
| John Little | 23 | Journeyman | 1,000 tons. |
| Robert B. Silcock | 40 | ditto | ditto. |
| John Bentley | 42 | ditto | 500 tons. |
| George H. Jones | 22 | Apprentice | ditto. |
| John Tomkinson | 20 | ditto | Unlicensed. |
| William J. Felton | 19 | ditto | ditto. |
| Edward Parry | 18 | ditto | ditto. |
| Harry C. Cawson | 19 | ditto | ditto. |
| Thomas H. Griffiths | 18 | ditto | ditto. |

| NAME. | AGE. | RANK. | LICENSE. |
|---|---|---|---|
| **No. 11 Boat. Schooner "Mersey."** | | | |
| Robert Williams | 57 | Master | Full. |
| Thomas Frith | 52 | 2nd ditto | ditto. |
| Cornelius Lancaster | 52 | Pilot | ditto. |
| William Parry | 50 | ditto | ditto. |
| Henry Madrell | 44 | ditto | ditto. |
| Richard Williams | 42 | ditto | ditto. |
| David Owens | 40 | ditto | ditto. |
| William Owen | 38 | ditto | ditto. |
| Evan Jones | 37 | ditto | ditto. |
| Richard H. Richmond | 37 | ditto | ditto. |
| George R. Thompson | 36 | ditto | ditto. |
| William B. Bridge | 32 | ditto | ditto. |
| William Roberts | 32 | ditto | ditto. |
| George Parry | 28 | ditto | ditto. |
| William A. Henon | 30 | Journeyman | 1,000 tons. |
| Horatio Hawkins | 35 | ditto | ditto. |
| George M'Allister | 24 | ditto | ditto. |
| Thomas Lewis | 24 | ditto | ditto. |
| Thomas B. Bark | 43 | ditto | 500 tons. |
| Thomas Jones | 27 | ditto | ditto. |
| William Hodgson | 23 | ditto | ditto. |
| William H. Colquitt | 23 | Apprentice | ditto. |
| Joseph F. Jones | 21 | ditto | Unlicensed. |
| Thomas Parry | 20 | ditto | ditto. |
| John J. Jones | 16 | ditto | ditto. |
| Nicholas Kelly | 16 | ditto | ditto. |
| Henry Battarbee | 18 | ditto | ditto. |
| **No. 12 Boat. Schooner "Perseverance."** | | | |
| George F. Burrows | 56 | Master | Full. |
| Peter Bennett | 47 | Pilot | ditto. |
| James Atherton | 44 | ditto | ditto. |
| William Jevons | 45 | ditto | ditto. |
| Henry Jones | 44 | ditto | ditto. |
| William Whittle | 45 | ditto | ditto. |
| William Coventry | 44 | ditto | ditto. |
| Samuel Jones | 39 | ditto | ditto. |
| James Smith | 39 | ditto | ditto. |
| Thomas Lewis | 38 | ditto | ditto. |
| John Hughes (1) | 39 | ditto | ditto. |
| Daniel Hughes | 36 | ditto | ditto. |
| Charles Dunnage | 39 | ditto | ditto. |
| Samuel Major | 35 | ditto | ditto. |
| John Hughes (2) | 36 | ditto | ditto. |
| Thomas Clayton | 30 | ditto | ditto. |
| John Hogan | 34 | ditto | ditto. |
| Hugh Hughes | 29 | ditto | ditto. |
| Joseph Halpin | 26 | ditto | ditto. |
| Henry Ennis | 48 | Journeyman | 1,000 tons. |
| George K. Dixon | 24 | ditto | ditto. |
| David Evans | 34 | ditto | 500 tons. |
| William Lancaster | 20 | Apprentice | 250 tons. |
| John W. Pass | 22 | ditto | Unlicensed. |
| Robert J. Pedder | 17 | ditto | ditto. |
| William H. Jevons | 18 | ditto | ditto. |
| Joseph Askins | 18 | ditto | ditto. |

PORT OF LIVERPOOL—*continued.*

## RATES of PILOTAGE.

*See* p. 12 of Parl. Paper, No. 250 of 1872.

## AMOUNT received for INWARD and OUTWARD PILOTAGE of VESSELS in 1875.

BRITISH VESSELS.

| OVERSEA. | | | | | | COASTERS. | | | | | | AMOUNT. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INWARDS. | | | | OUTWARDS. | | INWARDS. | | | | OUTWARDS. | | INWARDS & OUTWARDS. | |
| No. | Western. | No. | Hoylake. | No. | Amount. | No. | Western. | No. | Hoylake. | No. | Amount. | No. | Amount. |
| | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| 3,670 | 29,216 2 2 | 638 | 3,510 6 6 | 4,171 | 17,759 4 10 | 74 | 196 8 6 | 2,570 | 2,207 12 – | 192 | 235 19 11 | 11,315 | 53,125 13 11 |

FOREIGN VESSELS.

| INWARDS. | | | | OUTWARDS. | | AMOUNT. INWARDS and OUTWARDS. | | TOTAL AMOUNT. BRITISH and FOREIGN. INWARDS and OUTWARDS. | |
|---|---|---|---|---|---|---|---|---|---|
| No. | Western. | No. | Hoylake. | No. | Amount. | No. | Amount. | No. | Amount. |
| | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| 1,224 | 8,340 1 3 | 307 | 1,475 17 – | 1,407 | 4,578 – – | 2,938 | 14,393 18 3 | 14,253 | 67,519 12 2 |
| | | | | | | | Pilots' proportion of voluntary to Port Lynas - - - | | 1,113 9 9 |
| | | | | | | | £. | | 68,633 1 11 |

(Errors excepted.)

Liverpool, 10 February 1876. *John Leece*, Collector of Pilotage.

## CASH STATEMENT of the LIVERPOOL PILOTAGE ANNUITY FUND, for the Year ended 1st January 1876.

| *Dr.* | | | £. s. d. | *Cr.* | | | £. s. d. |
|---|---|---|---|---|---|---|---|
| To balance, 1st January 1875: | | | | By annuities - - - - - - | | | 2,397 11 2 |
| To amount invested in bonds of the Mersey Docks and Harbour Board - - | £. 11,500 | s. d. – – | | By salaries - - - - - - | | | 620 – – |
| To amount in the hands of A. Heywood, Sons & Co. - | 944 | 12 5 | | By rent of office - - - - - | | | 80 – – |
| To amount in the hands of treasurer - - - - | 92 | 1 8 | | By rates and taxes on office - - - | | | 15 10 6 |
| | | | 12,536 14 1 | By stationery and printing - - - | | | 34 6 1 |
| To per-centage on pilots' earnings - - - | | | 1,790 7 6 | By examination expenses - - - | | | 105 – – |
| To interest on the above dock bonds - - | | | 527 1 11 | By miscellaneous disbursements - - | | | 130 4 6 |
| To interest allowed on bank account - - | | | 20 14 10 | By balance, 1st January 1876: | | | |
| To pilots' licenses - - - - - | | | 1,029 – – | By amount invested in bonds of the Mersey Docks and Harbour Board - - | £. 12,000 | s. d. – – | |
| To boat licenses - - - - - | | | 59 17 – | By amount in the hands of A. Heywood, Sons & Co. | 623 | 15 1 | |
| To masters' and mates' certificates - - - | | | 256 4 – | By amount in the hands of treasurer - - - | 271 | 4 – | |
| To fines and penalties - - - - - | | | 57 10 – | | | | 12,894 19 1 |
| To sale of pilotage bye-laws - - - - | | | – 2 – | | | | |
| | | £. | 16,277 11 4 | | | £. | 16,277 11 4 |

Dock Office, 20 January 1876. *W. H. Livesey*, Chief Accountant.

# PORT OF LLANELLY.

## BYE-LAWS, RATES, &c.

*See* p. 12 of Parl. Paper, No. 251 of 1868.

## NAMES of PILOTS.

| | | |
|---|---|---|
| David Richards - - aged 60 | John Edwards - - aged 48 | Richard Richards - - aged 42 |
| William Wilson - - - 63 | Henry Winch - - - - 64 | John Thomas - - - - 37 |
| John Perrott - - - - 57 | David Thomas - - - - 46 | John Charles - - - - 37 |
| William Hughes - - - 67 | Thomas Phillips - - - 52 | John Treharne - - - - 33 |
| William Lewis - - - 62 | David Edwards - - - 45 | David Williams - - - 37 |
| Phillip Bynon - - - - 56 | David Bonnill - - - 43 | Isaac Arnold - - - - 35 |
| Robert Hopkins - - - 71 | William Lewis - - - 42 | William Williams - - - 24 |
| John Gay - - - - 57 | William Williams - - - 36 | John Treharne - - - 35 |
| John Williams - - - 55 | Richard Arnold - - - 36 | John Evans (2) - - - 35 |
| Thomas Colebrook - - - 57 | William Richards - - - 44 | Richard Thomas - - - 31 |
| Hector Rees - - - - 61 | John Evans - - - - 40 | John Richard (auxiliary) - - 26 |
| John Perrott - - - - 46 | Joseph Edwards - - - 34 | Henry Hughes - - - 26 |
| Thomas Perrott - - - 50 | | |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Llanelly - - | 972 | 1,129 16 9 | 104 | 243 6 6 | 19 | 16 2 3 | 73 | 83 3 7 | 1,168 | 1,472 9 1 |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Llanelly to Sea - - | 936 | 582 13 8 | 190 | 189 18 9 | - | - - | 95 | 57 12 4 | 1,221 | 830 4 9 |

*Note.*—The rates are the same whether vessels are towed by steam or not.

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To balance brought from last account - - | 706 8 1 | By amount paid for pilotage cutters, &c., and other officers - - - - - | 2,824 14 2 |
| To amount received as contribution to superannuation and widows' fund - - - | 193 14 11 | By amount paid for superannuations and widows' fund - - - - - | 296 9 - |
| To gross amount received for - - - - { Inward pilotage - | 1,472 9 1 | By balance carried to next account - - | 596 17 6 |
| { Outward pilotage - | 830 4 9 | | |
| { Pilot cutters - - | 515 3 10 | | |
| £. | 3,718 - 8 | £. | 3,718 - 8 |

15 February 1876.

*C. N. Broom*, Secretary.

# PORT OF NEWCASTLE-UPON-TYNE.

Under the Jurisdiction of the Trinity House of Newcastle-upon-Tyne.

## BYE-LAWS, REGULATIONS, &c.

*See* p. 62 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

*See* p. 59 of Parl. Paper, No. 276 of 1875. (*Middlesbro' and Tees*),—Omit the name of Anthony Davison. Add the name of James Fryett. (*Blyth*),—Omit the names of William Armstrong and Robert Anderson. (*Holy Island*),—Omit the names of John Stevenson, Thomas Allan, and James Allan. (*Whitby*),—Add the name of Francis Davison Forrest.

## RATES of PILOTAGE.

*Port of Middlesbro' and Tees, &c.*

Tees Rates from 1st April to 1st October, 1 *s.* 9 *d.* per foot; from 1st October to 1st April, 2 *s.* per foot.
Tees River Pilotage all the year round, 1 *s.* 9 *d.* for each foot of water.

Tees Rates for Docking and Transporting.

| | £. s. d. | | £. s. d. |
|---|---|---|---|
| Vessels not exceeding 200 tons register - - | - 5 - | Vessels not exceeding 1,000 tons register - - | - 17 6 |
| „ „ 400 „ - - - | - 7 6 | „ „ 1,500 „ - - - | 1 - - |
| „ „ 600 „ - - - | - 10 - | „ „ 2,000 „ - - - | 1 5 - |
| „ „ 800 „ - - - | - 15 - | Vessels exceeding 2,000 „ - - - | 1 10 - |

Ships over 400 tons register shall pay one halfpenny per ton on the excess of tonnage above 400 tons, in addition to the above pilotage dues.
Vessels having sea-boards shall pay 5 *s.* in addition to the above rates.
North Sea and East Coast.—The amount of pilotage as agreed for.
Seaham.—Rates from 1st April to 1st October, 1 *s.* 3 *d.* per foot; from 1st October to 1st April, 1 *s.* 6 *d.* per foot.

## AMOUNT received for Pilotage of Vessels in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. | BRITISH VESSELS. OVERSEA. Not Towed by Steam. No. | Amount. | FOREIGN VESSELS. No. | Amount. | TOTALS. No. | Amount. |
|---|---|---|---|---|---|---|---|---|
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Tees to Middlesbro' - - | 275 | 244 - 2½ | 212 | 198 8 10 | 327 | 305 15 2½ | 814 | 748 4 3 |
| From Tees to Blyth - - - | 364 | 196 8 - | 137 | 78 11 6 | 153 | 82 15 - | 654 | 357 14 6 |
| From Tees to Seaham - - - | 1,189 | 600 18 3 | 128 | 67 11 - | 40 | 25 2 3 | 1,357 | 693 11 6 |
| From Tees to Holy Island - - | 76 | 41 6 6 | - | - - - | - | - - - | 76 | 41 6 6 |
| From Tees to Whitby - - - | 244 | 115 - 1½ | 8 | 5 7 6 | 7 | 4 - - | 259 | 124 7 7½ |
| From Tees to North Sunderland - | 29 | 13 14 - | - | - - - | - | - - - | 29 | 13 14 - |
| From Tees to Warkworth Amble - | 56 | 27 2 9 | 24 | 13 2 3 | 4 | 1 12 - | 84 | 41 17 - |
| From Tees to Alnmouth - - | 13 | 8 - 2 | 7 | 3 19 9 | - | - - - | 20 | 11 19 11 |
| Total - - - | 2,246 | 1,246 10 - | 516 | 367 - 10 | 531 | 419 4 5½ | 3,293 | 2,032 15 3½ |

### (2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Middlesbro' to Tees - - | 244 | 280 18 4½ | 263 | 330 19 1½ | 175 | 174 4 7 | 682 | 786 2 1 |
| From Blyth to Tees - - - | 158 | 121 13 - | 339 | 291 9 6 | 159 | 121 4 6 | 656 | 534 7 - |
| From Seaham to Tees - - - | 1,178 | 932 7 6 | 117 | 99 4 9 | 38 | 26 12 9 | 1,333 | 1,058 5 - |
| From Holy Island to Tees - - | 71 | 39 3 3 | - | - - - | - | - - - | 71 | 39 3 3 |
| From Whitby to Tees - - - | 162 | 67 11 4 | - | - - - | 7 | 2 17 6 | 169 | 70 8 10 |
| From North Sunderland to Tees - | 29 | 12 18 - | - | - - - | - | - - - | 29 | 12 18 - |
| From Warkworth Amble to Tees - | 56 | 41 16 4 | 24 | 19 16 9 | 4 | 2 9 3 | 84 | 64 2 4 |
| From Alnmouth to Tees - - | 19 | 6 17 1½ | 1 | - 8 9 | - | - - - | 20 | 7 5 10½ |
| Total - - - | 1,917 | 1,503 4 11 | 744 | 741 18 10½ | 383 | 327 8 7 | 3,044 | 2,572 12 4½ |

Total Number of British and Foreign Vessels Piloted Into and Out of the above Ports.

| Vessels. | No. of Vessels. | Total Pilotage. |
|---|---|---|
| | | £. s. d. |
| Inwards: | | |
| British - - - - - | 2,762 | 1,613 10 10 |
| Foreign - - - - - | 531 | 419 4 5½ |
| Outwards: | | |
| British - - - - - | 2,661 | 2,245 3 9½ |
| Foreign - - - - - | 383 | 327 8 7 |
| Total - - - | 6,337 | 4,605 7 8 |

The Total Amount for Inwards and Outwards inclusive.

*N.B.*—There were no returns for Stockton in 1875.

11 March 1876. *George Coates*, Clerk.

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

## MIDDLESBOROUGH.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - - | 305 | 6 | 9½ | By amount paid for salaries of secretary, clerk, and office expenses - - - - - | 50 | – | – |
| To amount received as contribution to superannuation or widows' fund - - - | 67 | 17 | 6 | By amount paid for rent, &c. - - - | – | 17 | – |
| To amount of interest, less income tax - | 14 | 6 | 9 | By amount paid for pensions or superannuations - - - - - - - - | 44 | – | – |
| | | | | By balance carried to next account - - | 292 | 14 | –½ |
| £. | 387 | 11 | –½ | £. | 387 | 11 | –½ |

## BLYTH.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance to next account - - - | 674 | 11 | 2 | By balance from last account - - - | 708 | 8 | 7 |
| To amount received as contribution to superannuation or widows' fund - - - | 33 | 17 | 5 | | | | |
| £. | 708 | 8 | 7 | £. | 708 | 8 | 7 |

## SEAHAM.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - - | 161 | 12 | 1 | By amount paid for salaries of secretary, clerk, and office expenses - - - - - | 45 | – | – |
| To amount received as contribution to superannuation or widows' fund - - - | 20 | 10 | – | By amount paid for rent of offices - - - | – | 5 | – |
| To amount of interest, less income tax - | 6 | 8 | 4 | By amount paid for pensions or superannuations - - - - - - - - | 24 | – | – |
| | | | | By balance carried to next account - - | 119 | 5 | 5 |
| £. | 188 | 10 | 5 | £. | 188 | 10 | 5 |

## HOLY ISLAND.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance to next account - - - | 110 | 14 | 5 | By amount paid for salaries of secretary, clerk, and office expenses - - - - - | 10 | – | – |
| To amount received as contribution to superannuation or widows' fund - - - | 8 | 9 | – | By balance from last account - - - | 109 | 3 | 5 |
| £. | 119 | 3 | 5 | £. | 119 | 3 | 5 |

## WHITBY.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance to next account - - - | 288 | 11 | 9 | By amount paid for rent, &c. - - - | – | 12 | 11 |
| To amount received as contribution to superannuation or widows' fund - - - | 6 | 4 | 6 | By amount paid for salaries of secretary, clerk, and office expenses - - - - - | 7 | 10 | 3 |
| | | | | By balance from last account - - - | 286 | 13 | 1 |
| £. | 294 | 16 | 3 | £. | 294 | 16 | 3 |

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT—*continued.*

## WARKWORTH.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance to next account | 217 | 15 | 6 | By amount paid for salaries of secretary, clerk, and office expenses | 5 | – | – |
| To amount received as contribution to superannuation or widows' fund | 1 | 15 | – | By balance from last account | 214 | 10 | 6 |
| £. | 219 | 10 | 6 | £. | 219 | 10 | 6 |

## NORTH SUNDERLAND.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance to next account | 240 | 11 | 6 | By balance from last account | 237 | 1 | 6 |
| To amount received as contribution to superannuation or widows' fund | 1 | 10 | – | By amount paid for secretary, clerk, and office expenses | 5 | – | – |
| £. | 242 | 1 | 6 | £. | 242 | 1 | 6 |

11 March 1876.

*George Coates*, Clerk.

# PORT OF NEWPORT (MONMOUTH).

## BYE-LAWS, REGULATIONS, and RATES.

1. Every licensed pilot employed in piloting vessels to and from the Port of Newport shall be paid the following Pilotage Rates according to the registered tonnage of the vessel.

PILOTAGE RATES for Laden and Unladen Vessels from *Newport* to *River's Mouth*, &c., and *vice versâ*.

| | Under 100 Tons. | 100 Tons and under 200. | 200 Tons and under 300. | 300 Tons and under 400. | 400 Tons and under 500. | 500 Tons and under 600. | 600 Tons and under 700. | 700 Tons and under 800. | 800 Tons and under 900. | 900 Tons and under 1,000. | 1,000 Tons and under 1,200. | 1,200 Tons and under 1,500. | 1,500 Tons and under 1,800. | 1,800 Tons and upwards. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. | £. s. d. | £. s. | £. s. | £. s. | £. s. | £. s. | £. s. |
| From Newport to River's Mouth | – 10 – | – 15 – | – 17 6 | 1 2 6 | 1 5 – | 1 6 – | 1 8 | 1 9 – | 1 10 | 1 12 | 1 15 | 2 5 | 2 10 | 3 – |
| From Newport to Holmes | – 15 6 | 1 – – | 1 10 – | 1 15 – | 2 1 – | 2 3 – | 2 8 | 2 10 – | 2 12 | 2 15 | 3 – | 3 10 | 4 – | 4 10 |
| From Newport to Nash Point or Minehead | 1 2 6 | 1 15 – | 2 5 – | 2 17 6 | 3 1 – | 3 5 6 | 3 13 | 3 15 – | 4 2 | 4 5 | 5 – | 5 10 | 6 10 | 7 5 |
| From Newport to Ilfracombe or east of Coombe | 1 12 6 | 2 7 6 | 3 5 – | 3 12 6 | 4 3 6 | 4 10 6 | 5 3 | 5 7 6 | 5 17 | 6 – | 7 – | 8 – | 9 5 | 9 15 |
| From Newport to Lundy Island or west of Ilfracombe | 2 5 – | 3 – – | 4 – – | 4 12 6 | 5 6 – | 5 18 – | 6 13 | 6 15 – | 7 17 | 8 – | 9 10 | 11 – | 12 – | 13 – |

2. Any pilot who may be required to remain on board any vessel for the convenience of the master, owner, or agent, after he shall have anchored the vessel in Newport Roads, or elsewhere, at the request of the master or owner, shall be entitled to be paid 10*s.* 6*d.* per day for every day he may be employed, and any pilot who may be required to move any vessel in the docks, harbour or river, occupying only one tide, shall be entitled to be paid for every vessel, viz. :—

| | £. | s. | d. |
|---|---|---|---|
| Not exceeding 100 tons register | – | 5 | – |
| 100 tons and not exceeding 300 | – | 10 | – |
| 300 „ „ 600 „ | – | 12 | 6 |
| 600 „ „ 1,000 „ | – | 17 | 6 |
| 1,000 „ „ 1,500 „ | 1 | – | – |
| 1,500 tons and upwards | 1 | 5 | – |

Vessels windbound in the water of the Newport district, and retaining the service of a pilot, shall pay 10*s.* 6*d.* per diem.

3. Pilots taken on board of any vessel inward bound to the westward of Ilfracombe shall be paid the same pilotage rates as from Lundy Island; but if west of Nash Point or Minehead, and east of Ilfracombe, the same rates as from Ilfracombe; if between Nash Point and the Holmes, the same rates as from Nash Point; and if between the Holmes and King Road, the same rates as from the Holmes. The limit for boarding or hailing vessels hitherto binding upon pilots shall extend to the distance of 10 miles west of Lundy Island.

4. Pilots discharged from any vessel on the outward voyage between any of the stages mentioned in the above scale of rates shall be paid the same pilotage rates as if they had been taken to the next stage beyond the place were they were discharged.

5. In case any vessel shall be compelled to bear up and return from the westward from stress of weather or accident, the pilot in charge

## Port of Newport (Monmouth)—*continued.*

charge shall be entitled to and shall be paid one-third of the pilotage charge, according to the distance such vessel may have reached before she shall have put back; but in no case shall such pilotage exceed one-third of the ordinary distance pilotage, according to the distance so run. And notwithstanding such putting back, the pilot in charge shall be entitled to one pilotage only when such pilotage shall have been fully completed.

6. Every master, owner, or agent of any vessel employing a pilot shall, in addition to the foregoing charges, pay a clerk or collector's fee, as follows, viz.:—

| | s. | d. |
|---|---|---|
| All vessels under 100 tons - - - | – | 6 |
| 100 tons and under 300 ,, - - - | 1 | – |
| 300 ,, ,, 500 ,, - - - | 1 | 6 |
| 500 ,, ,, 800 ,, - - - | 2 | – |
| 800 tons and upwards - - - - - | 2 | 6 |

7. No person shall be eligible, or shall be appointed to act as a pilot, unless he shall have served a regular apprenticeship to a pilot of the district for five years, and been at least two years in the coasting or oversea trade, or shall have been engaged in the coasting trade in the waters of the district for not less than five years; and no person shall be eligible if less than 23 years or more than 45 years of age.

Those of the Bristol Channel pilots who were duly licensed by the Town Council of Bristol, at the passing of the Bristol Channel Pilotage Act, 1861, may, however, obtain licenses for the Newport district on passing the necessary examination, provided they make application before the 1st day of August 1862.

8. No person shall be licensed to act as a pilot in the district unless he shall have passed a creditable examination on the following subjects, viz.:—

1st. He must be able to give the course and distance between any two places within the limits of the Channel.
2nd. The rise, velocity, and set of the tides.
3rd. The depth and character of the soundings.
4th. The best anchorages, and where to stop for a tide.
5th. The sand-banks, rocks, shoals, and other dangers.
6th. The land-marks, buoys, lights; their different bearings and distance.
7th. The appearance of the different headlands.
8th. The management of a vessel; to bring her to anchor; to keep her clear of her anchor in the tideway; to moor, unmoor, and get under weigh, and to handle a vessel under any circumstances.

9. Each pilot shall provide himself with a good and efficient skiff or boat, which shall be registered and licensed by the Pilotage Board for the port to which he may belong, which skiff or boat shall be kept in good repair, and subject to periodical examination by the Pilotage Board, only it may be permitted that two or not more than three pilots may sail in the same boat and act in conjunction, at the discretion of the Board, and that there shall be one indentured apprentice to each boat.

10. Each pilot skiff or boat shall have on the stern the name of the owner thereof, and the name of the port to which she belongs, painted in white letters, at least one inch broad and three inches long; on each bow the number of the license of such boat or skiff, and shall have the first letter of her port marked in black paint, of not less than three feet in length, in her mainsail; and shall by day carry at her masthead a flag of not less than four feet by three feet, of two colours, the upper horizontal half, white, and the lower horizontal half, red; and at night a white light only, at the masthead, and shall exhibit a flare-up light every 15 minutes, under a penalty not exceeding 20*l.* for non-compliance.

11. Any pilot who shall refuse or neglect to proceed to sea when ordered by the clerk or other person duly appointed by the Board, unless prevented by illness or unavoidable circumstances, or who shall be guilty of drunkenness when in the discharge of his duty, or of insolent and unwarrantable conduct towards any master, owner, or agent of vessel for which he may be engaged, shall be liable to a penalty of not exceeding 5*l.* for the first offence, and for the second or any subsequent offence to a like penalty, or the loss of his license.

12. Any pilot who shall absent himself from duty, or who may go overland to take charge of any vessel, or who shall seek employment otherwise than in his own boat, without the written consent of the Board, shall be liable to a penalty of not less than 5*l.*, nor exceeding 10*l.*

13. Any pilot having charge of a vessel inward bound, except to a port to which he is not licensed, shall not be released from his duties or responsibilities until such vessel is securely moored in the dock, lock, or harbour of the port; but if in charge of a vessel bound to a port to which he is not licensed, he shall be released from his duties or responsibilities when such vessel is anchored in the nearest roadstead to the port to which she is bound, and if outward bound, to such distance or stage for which he has been engaged. Any pilot violating this rule shall be subject to a penalty of not exceeding 10*l.*, or the loss of his license.

14. That every pilot shall from time to time conform himself strictly to all directions which shall be given him by the harbour or dock masters touching the mooring, unmooring, placing or removing of any vessel under his charge, as long as such vessel shall be lying and situate within the limits of the authority of such harbour or dock masters.

15. Every master, owner, or agent of any vessel navigating the Bristol Channel within the limits of this pilotage who shall employ any unlicensed person to act as, or perform the duty of, pilot, unless proved that no licensed pilot could be obtained, or who shall retain such unlicensed pilot on board to act as a pilot, after a licensed pilot shall have offered his services, shall be subject to a penalty of not exceeding 50*l.* for every such offence.

16. If any vessel, whilst in charge of a pilot, does, or receives damage, the circumstances of the accident will be investigated by the Board, and the Board may, if it see fit, require the license of the pilot to be given up to the Board, until the case has been disposed of.

17. The licenses of the pilots shall be renewed annually, or otherwise, at the discretion of the Board, in the first week in January, and a fee of 2*l.* 2*s.* shall be paid by each pilot to the Board upon receiving his license, and 1*l.* 1*s.* upon each renewal of it; and each pilot shall pay to the Board an annual sum of 2*s.* 6*d.* for registering his boat.

18. Each pilot shall within 24 hours of his return from a cruise report himself to the clerk to the Board, and make a full and proper return (according to a form which shall be provided by the Board) of all vessels he may have piloted, moneys received during the cruise, date of sailing, &c. Penalty not exceeding 5*l.* for the first offence, and the loss of his license for any subsequent one.

19. The pilots are permitted to collect their own inward pilotage rates, or they may be collected by a person who may be appointed for the purpose by the Board; and every pilot is required to make a monthly return to the Board of the pilotage earned by him, whether in piloting vessels to or from the port of Newport or elsewhere, the name and tonnage of the vessel piloted, where belonging, where from, and where bound, the cargo, and the distance piloted; paying over at the same time a poundage of 1*s.* in the pound on the amount earned to the person appointed by the Board to receive it. The pilots shall also state in such return all cases where vessels bound to or from Newport have been piloted over any and what portion of the district by a pilot not licensed for the port. Pilots making a false return shall be subject to a penalty of not exceeding 10*l.*, and may, at the discretion of the Board, forfeit their licenses.

20. Any master, owner, or agent of any vessel bound to sea who may require a pilot shall, at or before clearing at the Custom House, inform the clerk of the Pilotage Board of the vessel's tonnage, draught of water, and give such further information as may be required, and pay the dues outwards to the district for which the master or owner may require the services of the pilot. The pilot who brought the vessel into port being first entitled to her outwards, unless the master or owner may make and sustain a charge against the said pilot of incompetency or irregular conduct.

21. In case a vessel is brought by a pilot up the River Usk for admission into the Newport Docks, and is by any misadventure unable to enter the docks, if the pilot is required to take the vessel to an anchorage in deep water, or to lay her on any of the mud banks in or at the mouth of the river, he shall be entitled to the full distance pilotage for taking the vessel back in addition to the inward pilotage; but if a pilot should bring a vessel up for admission to the docks when the usual dock signal is hoisted by day or night in the usual manner for non-entrance into the docks, and the vessel is thereby compelled to return to an anchorage or mooring place, the pilot shall not be entitled to any pilotage for bringing the vessel up or for taking her back to her anchorage.

22. Each pilot shall be furnished with, and keep in his possession, a printed copy of these Bye-laws and Regulations, and he shall produce the same to the master of any vessel or other person employing him when required to do so, under a penalty, in case of default, of not exceeding 5*l.*

Also such Regulations as are enacted by "The Bristol Channel Pilotage Act, 1861."

PORT OF NEWPORT (MONMOUTH)—*continued.*

## NAMES of PILOTS.

| | | |
|---|---|---|
| William Watts - aged 35 | David Prosser - aged 62 | James Pearce - aged 40 |
| Thomas Jones - - 41 | Edward Small - - 40 | W. H. Scantlebury - 38 |
| Thomas S. Weeks - 41 | James Lewis - - 38 | Isaac Davies - - 33 |
| Henry James Fry - 45 | James Jones - - 34 | Samuel Gilmore - - 30 |
| Abraham Gilmore - 67 | John Davies - - 29 | Thomas Cox - - 33 |
| George Morgan - - 37 | James Comerford - 50 | W. H. Fisher - - 32 |
| John G. Gould - - 35 | Thomas Phillips - - 57 | John Adams - - 35 |
| Daniel Jones - - 75 | David James - - 57 | Isaac Gilmore - - 29 |
| Henry Ray, jun. - 45 | William Ray - - 42 | John H. Cox - - 27 |
| George Nash - - 65 | E. T. Goldsworthy - 43 | |

*Limits:*—That portion of the Bristol Channel which lies to the eastward of Lundy Island, up to and including King Road and the River Usk, as far as Caerleon Bridge.

### NAMES of APPRENTICES.

| | | | |
|---|---|---|---|
| Elijah Cox - - aged 18 | George J. Cox - aged 19 | Samuel Cable - aged 14 | H. T. C. Bissen - aged 16 |
| John White - - 15 | Lorenzo Brown - - 21 | John Phillips - - 14 | W. E. Goldsworthy - 16 |
| George Stone - - 18 | Sydney Adams - - 22 | H. T. Goldsworthy - 13 | William J. Pearce - 12 |
| William Ray - - 15 | James M'Atee - - 14 | Henry J. Fry - - 15 | John Davies - - 15 |
| John Thompson - - 16 | Thomas G. Jones - 15 | Edwin Barnes - - 18 | Thomas H. Spurrier - 19 |
| Daniel P. Allen - - 18 | John Critchley - - 17 | John H. Pugsley - 15 | Edward Pring - - 15 |
| William Critchley - 19 | | | |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From River's Mouth to Newport - | 9 | 8 5 – | 23 | 20 6 – | 15 | 11 7 6 | 47 | 39 18 6 |
| From Holms to Newport - - | 74 | 140 2 – | 212 | 374 17 – | 150 | 249 9 – | 436 | 764 8 – |
| From Nash to Newport - - - | 22 | 70 14 6 | 110 | 299 4 – | 57 | 141 6 – | 189 | 511 4 6 |
| From Ilfracombe to Newport - - | 4 | 13 17 6 | 21 | 72 3 6 | 31 | 102 19 – | 56 | 189 – – |
| From Lundy to Newport - - | 4 | 28 8 6 | 28 | 151 11 – | 60 | 282 11 – | 92 | 462 10 6 |
| TOTAL - - - | 113 | 261 7 6 | 394 | 918 1 6 | 313 | 787 12 6 | 820 | 1,967 1 6 |

### (2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Newport to River's Mouth - | 6 | 5 17 6 | 15 | 12 10 – | 11 | 6 17 6 | 32 | 25 5 – |
| From Newport to Holms - - | 89 | 166 19 – | 185 | 294 8 6 | 87 | 126 3 6 | 361 | 587 11 – |
| From Newport to Nash - - - | 21 | 65 11 – | 98 | 281 6 – | 65 | 172 8 6 | 184 | 519 5 6 |
| From Newport to Ilfracombe - - | 1 | 3 5 – | 19 | 73 10 – | 16 | 58 19 6 | 36 | 135 14 6 |
| From Newport to Lundy - - | 2 | 11 16 – | 64 | 371 16 – | 89 | 458 15 – | 155 | 842 7 – |
| TOTAL - - - | 119 | 253 8 6 | 381 | 1,033 10 6 | 268 | 823 4 – | 768 | 2,110 3 – |

## ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - - | 2,991 | 6 | 8 | By amount paid for salaries of secretary, clerk, and other officers - - - | 100 | – | – |
| To amount of fees received from applicants for licenses and certificates - - - | 33 | 12 | – | By amount paid for rent of offices, &c. - | 50 | – | – |
| To amount received from other sources: | | | | By amount paid for pensions or superannuations - - - - - - | 68 | 9 | 3 |
| Poundage - - - £. 284 6 3 | | | | By incidental expenses, printing, stationery, &c. - - - - - - - - | 138 | 4 | 8 |
| Haven masters' fees - 111 – – | | | | By balance carried to next account - - | 3,183 | 19 | 4 |
| | 395 | 6 | 3 | | | | |
| To dividend on Consols - - - - | 29 | 6 | 8 | | | | |
| To dividend on Monmouthshire Railway Company - - - - - - - | 34 | 4 | 4 | | | | |
| To interest on Dock Bonds - - - - | 26 | 17 | 4 | | | | |
| To rent received from Harbour Commissioners | 25 | – | – | | | | |
| To rent received from Chamber of Commerce | 5 | – | – | | | | |
| £. | 3,540 | 13 | 3 | £. | 3,540 | 13 | 3 |

31 January 1876.

*William C. Webb,* Secretary.

# PORT OF PORTHCAWL.

## BYE-LAWS.

*See* p. 24 of Parl. Paper, No. 178 of 1871.

## NAMES of PILOTS.

*See* p. 85 of Parl. Paper, No. 276 of 1875.

## RATES of PILOTAGE.

*See* p. 18 of Parl. Paper, No. 251 of 1868.

## AMOUNT received for Pilotage of Vessels in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | COASTERS. | | | | OVERSEA. | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Places between Sker and Nash Points, and inside the Sands into the Harbour. | 726 | 191 11 6 | 88 | 34 15 – | 20 | 13 18 – | 1 | – 11 – | 1 | – 17 – | – | – – – | 19 | 6 15 9 | 10 | 4 13 6 | 865 | 253 1 9 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From the Harbour to Places between Sker or Nash Points, and inside the Sands. | 581 | 148 19 9 | 210 | 65 8 3 | 21 | 13 17 6 | 23 | 12 10 – | 1 | – 13 – | 2 | – 12 – | 12 | 4 16 6 | 15 | 6 4 9 | 865 | 253 1 9 |

## ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To gross amount received for – Inward pilotage - | 253 | 1 | 9 | By amount paid for or in respect of pilot boats, buoys, &c. - - - - - | 32 | 13 | 9 |
| To gross amount received for – Outward pilotage - | 253 | 1 | 9 | By amount paid to pilots - - - - | 533 | 10 | 9 |
| To amount received from other sources, boatage | 61 | 1 | – | | | | |
| £. | 566 | 4 | 6 | £. | 566 | 4 | 6 |

17 March 1876.

*Oliver J. Brooke.*

# PORT OF SUNDERLAND.

## BYE-LAWS and REGULATIONS.

*See* p. 86 of Parl. Paper, No. 276 of 1875.

## NAMES of PILOTS.

*Master Pilots.*

| | | | |
|---|---|---|---|
| Richard Dobson | aged 80 | John Carter | aged 58 |
| Michael Thurlbeck | 68 | George Gibbins | 70 |
| John Thurlbeck | 66 | John Sanderson | 64 |
| Henry Rush | 63 | William Watson Welch | 59 |
| Thomas Donkin | 70 | Thomas Potts | 48 |
| Michael Thurlbeck | 60 | Edward Brown | 46 |
| George Thurlbeck | 58 | Edward Brown | 50 |
| James Lickus Atkinson | 63 | James Liddell | 49 |
| Thomas Rowell | 68 | John Donkin | 57 |
| Henry Kidney | 76 | Matthew Wake | 57 |
| Michael Thurlbeck | 59 | George Wilson | 65 |
| John Hopper | 57 | Edward Hodgson Scott | 50 |
| John Brown | 58 | John Henry | 53 |
| Michael Hall | 60 | William Henry | 45 |
| John Scott | 59 | Edward Brown | 46 |
| Edward Morley | 56 | Robert Noble | 44 |
| Francis Ward Taylor | 64 | Paul Wayman | 45 |
| William Scott | 55 | Thomas Potts | 53 |
| William Potts | 56 | | |

*Limits*:—For navigating, piloting, and conducting vessels of all descriptions within the Pilotage district of the Port of Sunderland.

*First Class Pilots.*

| | | | |
|---|---|---|---|
| Robert Lindsay | aged 49 | James Brown | aged 36 |
| George Hunter | 59 | George Stafford | 32 |
| William Brown | 48 | James Rush | 34 |
| Richardson Gibbins | 47 | Parker Donkin | 34 |
| Edward Mordey | 58 | James Septimus Hopper | 33 |
| Edward Brown | 46 | William Dodds | 34 |
| Charles Alder | 53 | Robert Brown | 41 |
| James Morley | 43 | James Taylor | 32 |
| William Brown | 43 | Thomas Brown Thurlbeck | 32 |
| Thomas Brown Patterson | 40 | John Tindle Dodds | 36 |
| John Gills | 44 | John Jobling | 33 |
| George Gibbins | 45 | Robert Tindle Dodds | 32 |
| William Alder | 50 | Thomas Tindle Dodds | 32 |
| Matthew Metcalf | 42 | John Smith | 32 |
| William Brown | 40 | Henry Rush | 33 |
| Henry Metcalf | 43 | Matthew Wake | 33 |
| Richardson Donkin | 43 | William Thurlbeck | 29 |
| John Patterson | 38 | Abram Thompson | 29 |
| Featherstone Moore | 40 | James Rush | 29 |
| William Thurlbeck | 47 | John Burton Brown | 34 |
| James Davison | 46 | Joseph Lindsay | 34 |
| John Cuthbertson Scott | 39 | James Smith Atkinson | 29 |
| Matthew Donkin | 40 | Michael Hall | 29 |
| Matthew Metcalf | 48 | Henderson Brown Wake | 29 |
| William Brown | 44 | Henry Rowell | 35 |
| Thomas Hopper | 39 | Thomas Potts | 32 |
| James Macintosh | 46 | Charles Donkin | 33 |
| William Willing | 47 | Matthew Donkin | 30 |
| Thomas Donkin | 41 | Lionel Henry | 30 |
| Simon Williamson Dixon | 46 | William Allison | 29 |
| George Lindsay | 44 | William Hunter | 27 |
| Thomas Wrightson | 45 | John Clavering Alder | 27 |
| William Elemore | 45 | Francis Ward Taylor | 26 |
| Robert Henry Thompson | 44 | William Gibbins | 30 |
| Atcheson Scott | 36 | James Potts | 26 |
| John Welch | 48 | William Alder, the younger | 25 |
| William Watson | 35 | Robert Downs | 25 |
| Thomas Brown | 36 | Thomas Rowell | 25 |
| William Elliott | 45 | George Wilson | 26 |
| John Mundy Wake | 35 | Richardson Gibbins, the younger | 27 |
| John Carter | 34 | Anthony Harrison | 39 |
| Thomas Willing | 43 | | |

*Limits*:—For navigating, piloting, and conducting vessels of all descriptions within the Pilotage district of the Port of Sunderland.

PORT OF SUNDERLAND—*continued.*

NAMES of PILOTS—*continued.*

*Second Class Pilots.*

| | | | |
|---|---|---|---|
| Thomas Carter - - - | aged 51 | Michael Thurlbeck - - | aged 27 |
| William Hall - - - - | 74 | John Scott - - - - - | 26 |
| Edward Henry - - - - | 63 | Joseph Wake - - - - | 24 |
| Joseph Henry - - - - | 25 | William Brown - - - - | 25 |
| Thomas Robson - - - - | 24 | George Hall - - - - | 23 |
| Thomas Hall - - - - | 26 | John Henry Thompson - - | 22 |
| Robert Mundy Wake - - - | 29 | George Gibbins, the younger - | 23 |
| Edward Hodgson Scott - - | 28 | Jacob Thurlbeck - - - - | 32 |

*Limits* :—For navigating, piloting, and conducting vessels of not exceeding 150 tons register within the Pilotage district of the Port of Sunderland.

NAMES of APPRENTICES.

| | | | |
|---|---|---|---|
| William Holmes Lindsay - | aged 21 | William Rush - - - | aged 19 |
| Matthew Metcalf - - - - | 20 | | |
| William Wilkinson - - - | 22 | John Mills - - - - - | 21 |

To learn the art and business of a pilot, and to assist generally in the Pilotage service.

RATES of PILOTAGE.

*See* p. 88 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Port - | 19 | 10 16 – | 3,508 | 2,227 19 – | 921 | 682 17 – | 102 | 75 6 – | 545 | 419 11 – | 5,095 | 3,416 9 – |

(2.)—OUTWARDS.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Port to Sea - | – | - - | 3,796 | 3,545 8 6 | 1,370 | 1,527 19 6 | 23 | 16 2 6 | 636 | 604 18 – | 5,825 | 5,694 8 6 |

PORT OF SUNDERLAND—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - | 41 | 19 | 11 | By amount paid for salaries of secretary, clerk, and other officers - - - - - - | 155 | 7 | – |
| To amount of fees received from applicants for licenses and certificates - - - | 276 | – | – | By amount paid for pensions or superannuations - - - - - - - - | 150 | 9 | – |
| | | | | By amount paid for stamps and stationery - | 15 | 1 | 10 |
| | | | | By amount paid for printing and advertising | 15 | – | 6 |
| To amount received from other sources, viz.: | | | | By amount paid for office cleaning and coals | 8 | 5 | 6 |
| Fees for pilot boat licenses - - - | 8 | – | – | By amount paid for sundries, including repairs - - - - - - - - | 17 | 12 | 4 |
| Payments received from pilots under Bye-law VII. - - - - - - | 173 | 7 | – | By amount paid for new flags supplied to pilots - - - - - - - - | 7 | 14 | 9 |
| | | | | By amount invested with the River Wear Commissioners, on security of their Consolidated Revenue, at 4½ per cent. interest - | 250 | – | – |
| One year's interest on 3,500 *l.*, and six months' interest on 250 *l.*, invested with the River Wear Commissioners, less Property Tax - - - - - | 166 | 7 | – | | 619 | 10 | 11 |
| | | | | By balance carried to next account - - | 46 | 3 | – |
| £. | 665 | 13 | 11 | £. | 665 | 13 | 11 |

5 April 1876. *J. G. Morris,* Clerk.

# PORT OF SWANSEA.

## BYE-LAWS, RATES, &c.

*See* p. 27 of Parl. Paper, No. 178 of 1871.

## NAMES of PILOTS.

*See* p. 89 of Parl. Paper, No. 276 of 1875. Omit the names of John Melluris, No. 6; Daniel Wilson, No. 15; William Fox, No. 19, and David Hughes, No. 24. Add the names of Elijah Williams, No. 1; Griffith Fox, No. 6; Lewis Watkins, No. 15; William Tamlyn, No. 19; William Ace, No. 24, and Walter Thomas, No. 38.

AMOUNT received for PILOTAGE of VESSELS in 1875.

| (1.)—INWARDS. | | | (2.)—OUTWARDS. | | |
|---|---|---|---|---|---|
| DISTANCE for which Piloted. | Number of Vessels. | Amount. | DISTANCE for which Piloted. | Number of Vessels. | Amount. |
| | | £. s. d. | | | £. s. d. |
| From Sea to Swansea - - | 3,530 | 4,162 7 7 | From Swansea to Sea - - | 3,569 | 2,066 2 5 |

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - - | 2,274 | 7 | 9 | By amount paid for or in respect of pilot boats, hobblers, &c. - - - - | 1,673 | 15 | – |
| To amount of fees received from applicants for licenses and certificates - - - - | 132 | 6 | – | | | | |
| To amount received as contribution to superannuation or widows' fund - - - | 121 | 8 | 3 | By amount paid for pensions or superannuations - - - - - - - | 185 | 16 | 6 |
| To gross amount received for - - - - { Inward pilotage - | 4,162 | 7 | 7 | | | | |
| { Outward pilotage - | 2,066 | 2 | 5 | By amount paid to pilots - - - - | 4,554 | 15 | – |
| To amount received for interest on money invested - - - - - - - - | 104 | 18 | 3 | By balance carried to next account - - | 2,447 | 3 | 9 |
| £. | 8,861 | 10 | 3 | £. | 8,861 | 10 | 3 |

1 April 1876. *Lewis Thomas,* Clerk.

# PORTS OF THE TYNE.

## BYE-LAWS, RATES, &c.

*See* p. 115 of Parl. Paper, No. 251 of 1868, and p. 27 of Parl. Paper, No. 260 of 1872.

## NAMES of PILOTS.

### SEA PILOTAGE DISTRICT.

*Licensed to pilot Vessels into and out of Shields Harbour.*

| | |
|---|---|
| Ralph Burn | aged 74 |
| William T. Chambers | 72 |
| Gilbert Young | 69 |
| Thomas Young (1) | 67 |
| Lancelot Burn (1) | 67 |
| Matthew J. Lawson | 67 |
| John Ramsey | 66 |
| John Harrison | 66 |
| James Young (1) | 66 |
| William Wright | 64 |
| William Nevens | 74 |
| Henry Young (1) | 64 |
| John Burn | 63 |
| Alexander H. Bone | 62 |
| Robert Purvis | 61 |
| George Burn | 61 |
| Robert Young (1) | 61 |
| Robert Tully | 61 |
| Henry Young (2) | 61 |
| John C. Stephenson | 59 |
| James Young (2) | 59 |
| John Bone (1) | 58 |
| Robert Philips | 58 |
| James Chambers | 58 |
| James Blair | 59 |
| Andrew Harrison | 58 |
| John S. Tindle | 57 |
| William Young | 57 |
| Andrew Purvis (1) | — |
| George Grieves | 56 |
| Benjamin Wright | 56 |
| Robert Blair | 55 |
| Ralph Harrison | 55 |
| James Tindle | 56 |
| James Stephenson | 54 |
| Robert Milburn | 54 |
| John Grieves | 53 |
| Jacob Harrison | 52 |
| William Blair | 53 |
| John Purvis (1) | 53 |
| George H. Thurlbeck | 52 |
| John E. Young | 54 |
| William C. Stephenson | 55 |
| Robert Chambers | 54 |
| George Tindle (1) | 50 |
| George Young | 54 |
| Henry H. Tully | 51 |
| John Hutchinson (1) | aged 63 |
| Michael Purvis | 56 |
| Thomas Chambers | 52 |
| Thomas Young (2) | 51 |
| George Ayre | 51 |
| John Peel | 48 |
| John Wright | 48 |
| James C. Coats | 48 |
| Lancelot Burn (2) | 48 |
| Richard Purvis (1) | 47 |
| Thomas Houlsby | 49 |
| Ralph Shotton | 49 |
| Robert Bone | 49 |
| Robert A. Harrison | 47 |
| George Tindle (2) | 46 |
| William H. Thurlbeck | 48 |
| Martin Purvis | 46 |
| Michael D. Donkin | 47 |
| Henry Burn | 44 |
| Charles Pearson | 43 |
| James Purvis (1) | 47 |
| Thomas Tindle | 47 |
| Ralph Burn | 47 |
| William Purvis (1) | 47 |
| Charles Cleet | 45 |
| Thomas Stephenson (1) | 43 |
| Joseph Coats | 44 |
| William Chambers | 43 |
| John Ramsey (2) | 42 |
| Andrew Purvis (2) | 42 |
| William Purvis (2) | 42 |
| Charles Burn | 42 |
| Anthony Ramsey | 41 |
| William Tinmouth | 41 |
| Lancelot Burn (3) | 44 |
| Thomas Marshall | 44 |
| William Marshall | 41 |
| James C. Morrison | 40 |
| John Harrison (2) | 40 |
| Thomas Stewart | 40 |
| George Smith | 39 |
| Thomas Nevens | 39 |
| Thomas Tinmouth | 39 |
| Gilbert Purvis | 46 |
| Richard Purvis | 44 |
| Benjamin Peel | 46 |
| Thomas Purvis | 42 |
| Edward Ramsey | 38 |
| Joseph Chambers | 38 |
| Jacob Bone | 38 |
| Edward Tindle | aged 39 |
| John Purvis (2) | 39 |
| John L. Burn | 38 |
| William Purvis (3) | 42 |
| Jacob Burn | 40 |
| Edward Peel | 40 |
| Henry Stephenson | 36 |
| Edward Purvis | 37 |
| John H. Burn | 37 |
| Andrew Purvis (3) | 37 |
| William Marshall | 36 |
| John Bone | 37 |
| William Stephenson | 37 |
| John B. Wells | 37 |
| William Tinmouth | 36 |
| John C. Stephenson | 35 |
| Matthew Rutledge | 56 |
| William Smith | 54 |
| John Heron | 47 |
| Michael Wheldon | 45 |
| Benjamin Heron | 38 |
| John Morton | 35 |
| John Houlsby | 36 |
| John Wright (2) | 36 |
| Robert Young (2) | 35 |
| John Hutchinson (2) | 35 |
| George T. Chambers | 34 |
| John Purvis (2) | 34 |
| John Bone (3) | 33 |
| Andrew Purvis (4) | 33 |
| Thomas Young (3) | 33 |
| James Wright | 34 |
| Thomas Young (4) | 32 |
| Robert Purvis | 33 |
| Matthew Young | 32 |
| Heslop Wright | 33 |
| Thomas Marshall (2) | 32 |
| Robert Chambers (2) | 32 |
| Robert Chambers (3) | 31 |
| Charles Chambers | 31 |
| James Burn | 30 |
| Robert M. Young | 31 |
| Thomas Bone | 31 |
| James Stephenson | 31 |
| Thomas Wells | 30 |
| Robert Philips (2) | 30 |
| Thomas Young (5) | 30 |
| John Marshall | 29 |
| Jacob Harrison (2) | 28 |
| Matthew Heslop | 30 |

PORTS OF THE TYNE—*continued.*

NAMES OF PILOTS—*continued.*

SEA PILOTAGE DISTRICT—*continued.*

*Licensed to pilot Vessels, not exceeding 200 tons registered burthen, into and out of Shields Harbour.*

| | |
|---|---|
| William Purvis | aged 31 |
| David Young | 29 |
| Thomas Stephenson | 30 |
| George Harrison | 29 |
| John S. Blair | 29 |
| William Wright | 29 |
| Peter K. Stephenson | 29 |
| James W. Mackey | 28 |
| William Young | 28 |
| William O. Thurlbeck | 27 |
| John Young | 28 |
| Thomas C. Purvis | 28 |
| Lancelot B. Marshall | 27 |
| Joseph Marshall | 27 |
| Robert Bains | 27 |
| Jacob B. Hodgson | 26 |
| James Purvis | 26 |
| Richard Harrison | 27 |

*Pilots at Cullercoats, licensed to pilot Vessels into Shields Harbour.*

| | |
|---|---|
| Francis Storey (1) | aged 84 |
| John Storey | 74 |
| Bartholomew Taylor | 78 |
| William Storey (2) | — |
| John Redford | 71 |
| Francis Storey (2) | 66 |
| John Clark | 58 |
| John Taylor | 61 |
| Joseph Robinson | 55 |
| Robert Taylor | 49 |
| Robert Pearson | 46 |
| Andrew Taylor | 56 |
| Bartholomew Taylor (2) | 54 |
| John Forster | 41 |
| James Jefferson | 50 |
| John Pearson | 42 |
| John Smith | 50 |

*Masters of Home Trade Passenger Ships licensed to pilot their own Vessels into and out of Shields Harbour.*

| | |
|---|---|
| Alexander M. Walker | aged 44 |
| Robert Webster | 43 |
| Alexander Cay | — |
| Thomas Wardall | 35 |
| Joshua Whitehead | 39 |
| Hugh Giddes | 49 |
| Ralph Goundry | 34 |
| Robert Nichols | 41 |
| Andrew Linklater | 49 |
| James Urquhart | — |
| John Cracknell | 48 |
| George Figgins | 36 |
| David Campbell | 41 |
| John Parker | 40 |

## RIVER PILOTAGE DISTRICT.

*Licensed to pilot Vessels up the River Tyne, from the Northumberland and the Tyne Docks to Newcastle Bridge.*

| | |
|---|---|
| Alexander Donkin | aged 79 |
| William Wilson | 75 |
| John C. Watson | 64 |
| William Bedlington (1) | 67 |
| John S. Knowles | 59 |
| Thomas Stott | 47 |
| Joseph Freeman | 42 |
| George Wilson | 37 |
| John Brown | 34 |
| William Strachan | 34 |
| George R. Emmerson | 46 |
| John Peat | 37 |
| John Watson | aged 34 |
| Joseph Watson | 31 |
| Thomas Reed | 32 |
| Matthew Brown | 47 |
| Joseph Blair | 63 |
| Peter Cree | 56 |
| John Wilson (2nd Class) | 35 |
| William Bedlington (2nd Class) | 31 |

*Licensed to pilot Vessels down the River Tyne, from Newcastle Bridge to the Northumberland and the Tyne Docks.*

| | |
|---|---|
| William S. Storey | aged 74 |
| John Dixon | 62 |
| George Redhead | 58 |
| Joseph Blackett | 56 |
| William Daglish | aged 55 |
| John Hotter | 55 |
| Anthony Redhead | 53 |
| James Morton | 52 |
| Matthew P. Morton | — |
| Henry Strachan | 45 |
| William T. Turnbull | 45 |
| Richard B. Young | 45 |
| Peter L. Wheldon | 36 |
| Thomas Freeman | 47 |
| Thomas O. Hardy | 41 |
| William Brown | 43 |
| Henry Y. Dixon (2nd Class) | 33 |
| James Foster (2nd Class) | 34 |
| Philip Young (2nd Class) | 29 |
| James Morton (2nd Class) | 21 |

## NORTH SEA PILOTAGE DISTRICT.

*Licensed to pilot Vessels in the North Sea, outside the limits of any Pilotage Authority.*

| | |
|---|---|
| Isaac Wallis | aged — |
| John Cunningham | 61 |
| Edward W. Gray | 61 |
| Joseph London | 58 |
| John M'Donald | 65 |
| William Taylor | 56 |
| George Gibb | 65 |
| Henry Shepherd | 62 |
| William Pearson | aged 61 |
| James Oliver | 55 |
| William Tait | 64 |
| William Proctor | 57 |
| James Jackson | 56 |
| John Bell (1) | 61 |
| William Grieves | 65 |
| George Stephenson | 60 |
| John Buck | 60 |
| George Elliott | 62 |
| William Crowell | 56 |
| John Bell (2) | aged 56 |
| David Goodsir | 59 |
| Thomas Eltringham | 53 |
| William Gray | 54 |
| Edwin Fox | 50 |
| Mark A. Hill | 53 |
| Joseph Adams | — |
| Edmund Ellis | 52 |
| James Newton | — |
| John B. Petrie | 57 |
| James Burn | 65 |

## NAME of APPRENTICE.

John Thomas Cree - - - - - aged 17.

## SUMMARY OF RETURNS AS TO PILOTS.

| | |
|---|---|
| Number of Pilots in Sea Pilotage District | 182 |
| Number of Pilots in River Pilotage District | 40 |
| Number of Masters of Ships certificated to pilot their own Vessels | 14 |
| Number of North Sea Pilots | 30 |
| Aggregate Number | 266 |

PORTS OF THE TYNE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Shields | 2,936 | 2,157 18 11 | 1,295 | 1,109 11 2 | 2,185 | 1,636 5 6 | 6,416 | 4,903 15 7 |
| From Shields to Newcastle | 1,000 | 724 18 2 | 390 | 328 3 8 | 421 | 313 2 9 | 1,811 | 1,366 4 7 |
| TOTAL | 3,936 | 2,882 17 1 | 1,685 | 1,437 14 10 | 2,606 | 1,949 8 3 | 8,227 | 6,270 – 2 |

(2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Shields to Sea | 3,015 | 3,078 – 5 | 2,271 | 2,564 7 10 | 2,153 | 2,061 19 6 | 7,439 | 7,704 7 9 |
| From Newcastle to Shields | 880 | 700 19 6 | 393 | 351 11 2 | 389 | 308 2 1 | 1,662 | 1,360 12 9 |
| TOTAL | 3,895 | 3,778 19 11 | 2,664 | 2,915 19 – | 2,542 | 2,370 1 7 | 9,101 | 9,065 – 6 |

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted into the Tyne.

| VESSELS. | No. of Vessels. | TOTAL AMOUNT. |
|---|---|---|
| | | £. s. d. |
| ENGLISH | 5,621 | 4,320 11 11 |
| FOREIGN | 2,606 | 1,949 8 3 |
| TOTAL | 8,227 | 6,270 – 2 |

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted out of the Tyne.

| VESSELS. | No. of Vessels. | TOTAL AMOUNT. |
|---|---|---|
| | | £. s. d. |
| ENGLISH | 6,559 | 6,694 18 11 |
| FOREIGN | 2,542 | 2,370 1 7 |
| TOTAL | 9,101 | 9,065 – 6 |

ACCOUNT of all MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

GENERAL ACCOUNT.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To proportion of general expenses chargeable to the Sea Pilotage District Account | 192 15 1 | By salaries | 363 8 – |
| | | By printing, stationery, and advertising | 26 11 – |
| | | By auditor, for auditing accounts | 5 5 – |
| To proportion of general expenses chargeable to the River Pilotage District Account | 299 16 2 | By office rent | 30 – – |
| | | By law expenses | 34 3 11 |
| | | By miscellaneous disbursements | 33 3 4 |
| £. | 492 11 3 | £. | 492 11 3 |

PORTS OF THE TYNE—*continued.*

ACCOUNT, &c.—*continued.*

## SEA PILOTAGE DISTRICT.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last year's account | 10,832 | 1 | 7 | By expenses of pilots' committee - - | 21 | 8 | 2 |
| To amount received for superannuation or widows' fund - - - - - - | 473 | 17 | – | By subscription to Ingham Infirmary - - | 6 | 6 | – |
| To fees for annual renewal of licenses and certificates - - - - - - - | 78 | – | – | By subscription to North Shields Dispensary | 1 | 1 | – |
| To fees for new licenses and certificates - | 22 | – | – | By proportion of expenses brought from general account - - - - - - | 192 | 15 | 1 |
| To fines and forfeitures - - - - - | 2 | 18 | – | By amount paid for pensions - - - | 621 | – | – |
| To interest on monies invested - - - | 482 | 10 | 10 | By miscellaneous disbursements - - - | 38 | 6 | 11 |
| | | | | By balance carried to next year's account - | 11,010 | 10 | 3 |
| £. | 11,891 | 7 | 5 | £. | 11,891 | 7 | 5 |

## RIVER PILOTAGE DISTRICT.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last year's account | 16,848 | 15 | – | By expenses of pilots' committee - - | 8 | 5 | 5 |
| To amount received for superannuation or widows' fund - - - - - - | 218 | 3 | – | By subscription to the Newcastle Infirmary - | 5 | 5 | – |
| To fees for annual renewal of licenses - | 15 | – | – | By subscription to Ingham Infirmary, South Shields - - - - - - - - - | 2 | 2 | – |
| To fines and forfeitures - - - - - | – | 2 | 6 | By proportion of expenses brought from general account - - - - - - | 299 | 16 | 2 |
| To fees for new licenses - - - - - | 6 | – | – | By amount paid for pensions - - - | 556 | – | – |
| To interest on monies invested - - - | 742 | 7 | 7 | By miscellaneous disbursements - - - | 19 | 11 | 10 |
| | | | | By balance carried to next year's account - | 16,939 | 7 | 8 |
| £. | 17,830 | 8 | 1 | £. | 17,830 | 8 | 1 |

## NORTH SEA PILOTAGE DISTRICT.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To fees for new licenses - - - - | 4 | 10 | – | By balance brought from last year's account | – | 4 | 4 |
| | | | | By expenses of pilots' committee - - | 1 | 7 | 4 |
| | | | | By miscellaneous disbursements - - - | – | – | 6 |
| | | | | By balance carried to next year's account - | 2 | 17 | 10 |
| £. | 4 | 10 | – | £. | 4 | 10 | – |

Tyne Pilotage Commission Office,
Custom House Building, South Shields,
1 May 1876.

*George Lyall*, Secretary.

# SCOTLAND.

## PORT OF ABERBROTHWICK, OR ARBROATH.

### RULES and REGULATIONS, and RATES.

*See* p. 51 of Parl. Paper, No. 204 of 1874.

### NAMES of PILOTS.

| | | |
|---|---|---|
| Alexander Gilbert - - aged 57 | James Guthrie - - aged 67 | David Sim - - - aged 42 |
| Alexander Whyte - - - 40 | William M'Birnie - - - 34 | Jacob Tait - - - - 67 |
| William Brown - - - 33 | Peter Hood - - - - 43 | Richard Wallace - - - 53 |

### AMOUNT received for PILOTAGE of VESSELS in 1875.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| At 4 *d.* per ton - - - - - | 373 | 424 9 8 | | | | | | |
| Pilot Master's Fees - - - - | – | 21 15 – | – | – | – | – | 373 | 446 4 8 |
| At 4½ *d.* per ton - - - - - | – | – | 35 | 122 1 7 | | | | |
| Pilot Master's Fees - - - - | – | – | – | 9 3 – | – | – | 35 | 131 4 7 |
| At 4½ *d.* per ton - - - - - | – | – | – | – | 40 | 110 9 – | | |
| Pilot Master's Fees - - - - | – | – | – | – | – | 7 4 6 | 40 | 117 13 6 |
| TOTAL - - - | 373 | 446 4 8 | 35 | 131 4 7 | 40 | 117 13 6 | 448 | 695 2 9 |

*Note.*—Only one charge is made at this Port for both Inward and Outward Pilotage, and this Return includes Outward Pilotage for the Year. A Steam Tug belonging to the Trustees is now employed in the Pilotage Service, and is made use of whenever the state of the wind or tide or sea renders it necessary or advantageous.

### ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for - - - - { Inward pilotage - / Outward pilotage } | 657 – 3 | By amount paid for collector's commission, at 2½ per cent. - - - - - - | 16 8 6 |
| To amount received for pilot master's fees - | 38 2 6 | By amount paid for or in respect of pilot boats, steam tug, &c. - - - - | 256 4 8 |
| | | By amount paid to seven pilots - - - | 384 7 1 |
| | | By amount retained by the harbour trustees, for pilot master's salary - - - - | 38 2 6 |
| £. | 695 2 9 | £. | 695 2 9 |

24 January 1876.

*W. K. Macdonald*, Clerk.

# PORT OF ABERDEEN.

## REGULATIONS and RATES of PILOTAGE.

*See* p. 52 of Parl. Paper, No. 232 of 1873.

## NAMES of PILOTS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| James Robertson | aged 55 | Alexander Morrice | aged 64 | Thomas Walker | aged 28 |
| John Guyan | 43 | John Caie | 54 | John Brand | 35 |
| Anthony Baxter | 56 | Alexander Allan | 42 | William Smith | 71 |
| Alexander Noble | 37 | James Morrice | 42 | William Guyan | 54 |
| Alexander Fowler | 60 | John Main | 40 | | |
| William Smith | 68 | Alexander Paterson | 40 | Alexander Baxter | 56 |
| William Morrice | 56 | John Walker | 36 | Alexander Morrice | 32 |

## NAMES of ASSISTANTS.

| | | | | | |
|---|---|---|---|---|---|
| William Allan | aged 35 | Andrew Morrice | aged 33 | James Walker | aged 22 |
| James Guyan | 25 | Alexander Allan | 60 | John Masson | 38 |
| Andrew Fowler | 56 | | | | |
| John Mitchell | 42 | Andrew Forbes | 25 | George Guyan | 60 |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Aberdeen Harbour and Dock. | 1,856 | 935 5 – | 112 | 98 15 – | 2 | 1 – – | 200 | 146 5 – | 2,170 | 1,181 10 – |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Aberdeen Harbour and Dock to Sea. | 750 | 402 15 9 | 60 | 19 9 3 | 50 | 24 – – | 65 | 33 10 6 | 925 | 479 15 6 |

## ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for | Inward pilotage | 1,181 10 – | By amount paid to pilots | 1,661 5 6 |
| | Outward pilotage | 479 15 6 | | |
| £. | | 1,661 5 6 | £. | 1,661 5 6 |

4 February 1876.

*W. Gordon*, Secretary.

# PORT OF AYR.

## BYE-LAWS, &c.

*See* pp. 116 and 117 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

*See* p. 54 of Parl. Paper, No. 204 of 1874.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From the Bay to the Harbour | 66 | 15 8 10 | 1,299 | 448 - 2 | 1 | 1 - 8 | 28 | 21 16 2 | - | - - - | 28 | 20 11 11 | 1,422 | 506 17 9 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From the Harbour to the Bay | 66 | 15 8 10 | 1,299 | 448 - 2 | 1 | 1 - 8 | 28 | 21 16 2 | 1 | - 19 4 | 27 | 19 12 7 | 1,422 | 506 17 9 |

## RATES of PILOTAGE.

2 *d.* per ton on foreign-going vessels; 1½ *d.* per ton on coasting vessels.
Oversea vessels, 1 *d.* per ton inwards and 1 *d.* per ton outwards.
The Rates of Pilotage are the same for vessels whether towed or not by steam, the rate being low and the distance short.

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for - - - - - | Inward pilotage - | 506 17 9 | By amount paid for wages to pilots - - | 585 16 3 |
| | Outward pilotage - | 506 17 9 | By balance carried to next account - - | 1,013 15 6 |
| | £. | 1,013 15 6 | £. | 1,013 15 6 |

9 March 1876.

*John Pollock*, Clerk.

# PORT OF DUNDEE.

## REGULATIONS and TABLE of RATES.

*See* pp. 118 to 124 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

| | | |
|---|---|---|
| James Knight - - - aged 49 | Alexander Fergusson - aged 61 | Peter Lawson - - - aged 37 |
| John Maclagan - - - 37 | James White - - - - 54 | Charles Webster - - - 40 |
| John Chambers - - - 47 | George Baird - - - - 44 | James Wilson - - - - 31 |
| James Cockerell - - - 37 | William Ferrier - - - 44 | Frederick Edward - - - 39 |
| John Martin - - - - 48 | George Keith - - - - 43 | David Henderson - - - 72 |

SUPERNUMERARIES:—James Baird; William Wills.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Buoy of Tay to Dundee Docks - | 144 | 203 15 9 | 183 | 497 3 3 | 6 | 7 7 11 | 177 | 373 5 5 | 510 | 1,081 12 4 |
| From Buoy of Tay to Dundee Roads - | 4 | 4 11 2 | – | - - | 2 | 1 14 2 | 1 | 1 15 2 | 7 | 8 – 6 |
| From Dundee Roads to Dundee Docks - | 5 | 3 – 6 | 3 | 2 3 9 | – | - - | 2 | 1 9 5 | 10 | 6 13 8 |
| TOTAL - - - | 153 | 211 7 5 | 186 | 499 7 – | 8 | 9 2 1 | 180 | 376 10 – | 527 | 1,096 6 6 |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Dundee Docks to Buoy of Tay - | 124 | 190 10 10 | 106 | 281 3 1 | 16 | 19 8 3 | 140 | 328 11 10 | 386 | 819 14 – |
| From Dundee Roads to Buoy of Tay - | 1 | 1 – – | 1 | 2 3 7 | 2 | 2 17 – | 4 | 5 – 1 | 8 | 11 – 8 |
| From Dundee Docks to Dundee Roads - | 4 | 1 12 – | – | - - | 7 | 2 17 4 | 1 | 1 – 8 | 12 | 5 10 – |
| TOTAL - - - | 129 | 193 2 10 | 107 | 283 6 8 | 25 | 25 2 7 | 145 | 334 12 7 | 406 | 836 4 8 |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To balance brought from last account - | 48 17 9 | By amount paid for salaries of secretary, clerk, and other officers - - - - | 55 – – |
| To amount received for fines and forfeitures | 2 – – | By amount of pilotmaster's salary - - | 150 – – |
| To gross amount received for - - - - { Inward pilotage | 1,096 6 6 | By amount of wages paid to pilots - - | 909 16 – |
| { Outward pilotage | 836 4 8 | By amount of bonuses paid to pilots - - | 549 16 8 |
| To amount received for pilot master's fees - | 138 11 – | By amount of sums for extra pilots and petty disbursements - - - - - - - | 42 4 11 |
| To interest on bank account - - - | 1 19 1 | By amount of provisions furnished to pilots - | 219 13 4 |
| To amount received from other sources - | 83 7 5 | By amount for keeping cutters in good condition, insurance, coals, &c. - - - | 174 3 11 |
| | | By amount of dividend to subscribers - - | 27 – – |
| | | By amount of sinking fund for year - - | 76 10 – |
| | | By balance carried to next account - - | 3 1 7 |
| £. | 2,207 6 5 | £. | 2,207 6 5 |

PORT OF DUNDEE—*continued.*

## SINKING FUND ACCOUNT.

| *Dr.* | £ | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To balance brought from last account - - | 463 | 3 | 10 | By balance carried to next account - - | 553 | 14 | 1 |
| To amount of interest on bond and bank account | 14 | – | 3 | | | | |
| To amount of deposit for year - - - | 76 | 10 | – | | | | |
| £. | 553 | 14 | 1 | £. | 553 | 14 | 1 |

18 February 1876. *Geo. Taylor*, Pilotmaster.

# PORT OF FRASERBURGH.

## REGULATIONS, RATES, &c.

*See* p. 57 of Parl. Paper, No. 232 of 1873.

## NAMES of PILOTS.

| | | |
|---|---|---|
| James Burnett - - - aged 35 | William M'Kinnon - - aged 28 | George Noble - - - aged 53 |
| James Burnett - - - - 28 | Andrew Noble - - - - 55 | William Noble - - - - 63 |
| John Noble - - - - - 24 | Walter Noble - - - - 47 | Alexander Noble - - - 45 |
| | | John Buchan - - - - 49 |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From two miles Seaward to the Harbour - | 289 | 107 10 – | 55 | 24 12 – | 33 | 15 13 – | 81 | 29 7 – | 458 | 177 2 – |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From the Harbour to the Bay - - - | 184 | 65 8 6 | 152 | 61 – 6 | 20 | 7 8 6 | 94 | 37 12 6 | 450 | 171 10 – |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To gross amount received for - - - - { Inward pilotage - | 177 | 2 | – | By amount of pilotage fees collected by the shoremaster and paid over to the pilots - | 348 | 12 | – |
| { Outward pilotage - | 171 | 10 | – | | | | |
| £. | 348 | 12 | – | £. | 348 | 12 | – |

2 February 1876. *Robert Sutherland*, Clerk.

# PORT OF GLASGOW.

BYE-LAWS enacted by the *Clyde* Pilot Board.

*See* pp. 126 to 128 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

| | | |
|---|---|---|
| Alexander Alexander - aged 61 | James Mackay - - aged 43 | John Cameron - - aged 31 |
| Dugald Campbell - - - 60 | John M'Kelvie - - - 59 | Daniel Cairney - - - 30 |
| John Campbell - - - 64 | James G. Martin - - - 57 | John Cumming - - - 40 |
| John Cumming - - - 40 | Thomas Montgomery - - 38 | David Fenton - - - - 35 |
| Robert Crooks - - - 55 | James Park - - - - 60 | Andrew Hamilton - - - 44 |
| David Fenton - - - - 35 | Luke S. Kelly - - - - 64 | Archibald Livingston - - 40 |
| James Hendry - - - 44 | Magnus Park - - - - 62 | James M'Cansh - - - 41 |
| James Higham - - - 54 | James Stewart - - - - 44 | Robert W. Moir - - - 34 |
| Walter Hooks - - - - 53 | James U. Stewart - - - 50 | Angus Paterson - - - 34 |
| Neil Leitch - - - - 48 | William Tulloch - - - 43 | Archibald Stirling - - - 39 |
| Alexander M'Dougall - - 49 | John Wyllie - - - - 63 | Richard Sweet - - - - 29 |
| William M'Callum - - - 42 | Peter Arthur - - - - 31 | Henry Thomson - - - 35 |
| James M'Chleary - - - 56 | James Barrie - - - - 39 | Peter Williams - - - - 35 |
| Alexander M'Millan - - 41 | James T. Braddon - - - 34 | Peter Clelland - - - - 35 |

## RATES of PILOTAGE.

| | £. | s. | d. |
|---|---|---|---|
| Shifting vessels in harbour, under 500 tons - - - | – | 7 | 6 |
| Shifting vessels in harbour, 500 tons and upwards - - - | – | 10 | – |
| All vessels to and from Renfrew, Paisley Water, and Dalmuir, to be charged the same as a shift; but if required to go more than once for the same vessel, the pilot to be paid for expenses, every time after the first - - - - - - - - - - | – | 2 | 6 |
| Attending launch - - - - - - - - - | – | 15 | – |
| And per tide detention - - - - - - - - | – | 5 | – |
| Bowling and Dumbarton, the same rate as to or from Greenock. | | | |

| | £. | s. | d. |
|---|---|---|---|
| Leven Pilotage: | | | |
| All vessels under 100 tons register - - - - | – | 5 | – |
| All vessels over 100 tons and under 500 tons - - | – | 7 | 6 |
| All vessels of 500 tons and upwards - - - | – | 10 | – |
| And per tide detention - - - - - - - - | – | 5 | – |
| Steam vessels, when in the River, to remain as they are. All vessels towed to be allowed one-fifth off the full rates. | | | |
| Trial trips:—All vessels from 500 to 1,000 tons register, per ton register - - - - - - - - - | – | – | 1½ |
| And for every additional 100 tons - - - - | – | 5 | – |
| And for detention over 24 hours, per day - - | – | 7 | 6 |
| Gareloch rate to remain as it is, but when a pilot is kept on board after compasses are adjusted, he shall be entitled for detention per day to - - - - - | – | 7 | 6 |
| Vessels under 500 tons register going on a trial trip - | 3 | – | – |

*Note.*—Detention-money to be charged only after the actual commencement of the service for which the pilot has been engaged.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Greenock to Glasgow | 84 | 83 – – | 1,222 | 1,341 12 9 | 23 | 28 18 7 | 504 | 1,013 16 2 | 29 | 30 16 3 | 306 | 515 4 1 | 2,168 | 3,013 7 10 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Glasgow to Greenock | 54 | 59 8 – | 1,852 | 2,219 17 1 | 19 | 27 15 9 | 826 | 2,179 18 3 | 35 | 37 6 8 | 493 | 1,035 – 2 | 3,279 | 5,559 5 11 |

23 February 1876. *George Keith*, Secretary.

PORT OF GLASGOW—*continued.*

ACCOUNTS of the PILOT BOARD for the Year 1875.

As to PILOTAGE Earned and Paid to Pilots.

| | £. s. d. | | £. s. d. |
|---|---|---|---|
| Amount of pilotage earned from January to December - - - - - - - | 8,572 13 9 | Amount paid to pilots - - - - | 7,715 9 – |
| | | Balance carried down - - - - | 857 4 9 |
| £. | 8,572 13 9 | £. | 8,572 13 9 |

*James Graham*, Treasurer.

# PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE issued by the *Clyde* Pilot Board.

The Bye-Laws and Rates are the same as those in force at the Port of *Glasgow*,—which see.

NAMES of PILOTS (DEEP SEA).

| | | |
|---|---|---|
| Hugh Cameron - - aged 54 | Alexander Jamieson - - aged 56 | James B. Warden - - aged 45 |
| Robert Lee - - - - 51 | Allan Stewart Allison - - 59 | Alexander Leitch Black - - 50 |
| John Turner - - - - 55 | Charles Mackie - - - 47 | John Wallace - - - - 49 |
| John M'Kenzie - - - 56 | John M'Neill - - - - 44 | Robert Munn - - - - 34 |
| William Adams - - - 57 | John Anderson - - - 52 | James Morris - - - - 52 |
| Colin Turner - - - - 52 | David M'Kellar - - - 46 | Peter Hutchinson - - - 47 |
| Archibald M'Bride - - - 68 | Robert Hume Bell - - - 46 | Hugh Turner - - - - 61 |

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | OVERSEA. | | | | | | | | | | |
| | | Not Towed by Steam. | | Towed by Steam. | | | Not Towed by Steam. | | Towed by Steam. | | | |
| | | No. | Amount. | No. | Amount. | | No. | Amount. | No. | Amount. | No. | Amount. |
| | | | £. s. d. | | £. s. d. | | | £. s. d. | | £. s. d. | | £. s. d. |
| From any place between Dunoon Pier and Cloch Lights to Greenock or Port Glasgow. | - nil - | – | – – – | 160 | 157 4 1 | | – | – – – | 111 | 79 10 10 | 271 | 236 14 1 |
| (2.)—OUTWARDS. | | | | | | | | | | | | |
| From Greenock or Port Glasgow to Cumbrae and Cloch Lights. | - nil - | – | – – – | 147 | 403 5 – | | – | – – – | 70 | 177 14 2 | 217 | 580 19 2 |

*Note.*—The pilot dues are paid direct to the pilots, without any deduction; there is no compulsory pilotage to or from Greenock and Port Glasgow.

PORT OF GREENOCK—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To amount received from applicants for licenses and certificates - - - - | 5 5 – | By amount paid for salaries of secretary, clerk, and other officers - - - - - | 5 5 – |

2 February 1876. *John Kerr Gray*, Secretary.

# PORT OF IRVINE.

## REGULATIONS for PILOTS.

*See* p. 62 of Parl. Paper, No. 232 of 1873.

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| Robert M'Kenzie - - - - - | aged 59 | Jeremiah M'Gill - - - - - | aged 55 |
| John Anderson - - - - - - | 52 | | |
| Andrew M'Gregor - - - - - | 71 | Robert M'Farlane - - - - - - | 46 |

## RATES of PILOTAGE.

*See* p. 60 of Parl. Paper, No. 204 of 1874.

The Towage of Ballast has been reduced from 8 *d.* to 3 *d.* per ton.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Bar to Harbour - - - - - | 495 | 119 8 10 | 247 | 59 14 3 | 5 | 2 2 8 | 4 | 1 18 8 | 751 | 183 4 5 |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Buoy outside of Bar - | 2 | – 4 10 | 707 | 179 6 3 | 3 | 1 14 8 | 4 | 1 18 8 | 716 | 183 4 5 |

ACCOUNT of all MONIES received and expended in respect of PILOTS and PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | | £. s. d. |
|---|---|---|---|---|---|
| To balance brought from last account - - | | 5 2 4½ | By amount paid for salaries of secretary, clerk, and other officers - - - - - | | 48 5 9 |
| To gross amount received for - - | Inward pilotage | 183 4 5 | By amount paid for or in respect of pilot boats, buoys, &c. - - - - - | | 4 18 7 |
| | Outward pilotage | 183 4 5 | By amount paid for wages - - - - | | 220 8 9½ |
| | | | By amount paid for new leading lights (lamps and erections), cost 118 *l.* 18 *s.* 4 *d.*, proportion - | £. s. d. 59 9 2 | |
| | | | By amount paid for cleaning, lighting, gas, &c. - - - | 11 7 8 | |
| | | | | | 70 16 10 |
| | | | By balance carried to next account - - | | 27 1 3 |
| | £. | 371 11 2½ | | £. | 371 11 2½ |

25 January 1876. *James Dickie*, Secretary.

# PORT OF KIRKCALDY.

## REGULATIONS of PILOTAGE.

*See* p. 39 of Parl. Paper, No. 178 of 1869.

## NAMES of PILOTS.

James Walker - aged 41 | John Walker - aged 45 | William Page - aged 37 | *Limits:* For the Port of Kirkcaldy.

## RATES of PILOTAGE.

Inwards - - 1 *s.* per foot, and 2 *s.* 6 *d.* for boat attendance. Outwards - - 1 *s.* per foot only.

## AMOUNT received for Pilotage of Vessels in 1875.

No information furnished.

*Note.*—The receipts for pilotage go to the pilots, who, on the other hand, receive no salary from the Commissioners.

18 January 1876. *William Miller Dow*, Secretary.

# TRINITY HOUSE OF LEITH.

## BYE-LAWS.

*See* pp. 133 and 134 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

| NAMES OF PILOTS. | Age on last Birthday. | Whether Licensed or not. | Service for which Licensed or Authorised to act. |
|---|---|---|---|
| Anderson, David | 50 | Licensed | Leith Roads to Shields Bar and Duncansby Head. |
| Archer, Peter | 38 | Ditto | Firth of Forth. |
| Allan, James | 42 | Ditto | - ditto. |
| Armour, David | 58 | Ditto | Leith Roads to Duncambay Head and Orfordness. |
| Anderson, Henry | 49 | Ditto | Inchkeith to Alloa. |
| Anderson, Peter | 57 | Ditto | Leith to Duncansby Head and Orfordness. |
| Blair, Archibald | 37 | Ditto | Firth of Forth. |
| Blair, Andrew | 40 | Ditto | - ditto. |
| Beaton, Alexander | 38 | Ditto | - ditto. |
| Brodie, Alexander | 60 | Ditto | Ardrossan, Troon, and Larbert. |
| Bell, John | 41 | Ditto | Firth of Forth. |
| Brook, James | 31 | Ditto | - ditto. |
| Bell, William | 55 | Ditto | Roads and Harbour of Leven. |
| Bryce, Alexander | 52 | Ditto | Firth of Forth. |
| Brook, John | 38 | Ditto | - ditto. |
| Brook, William | 39 | Ditto | - ditto. |
| Brown, John | 32 | Ditto | Inchkeith to Alloa. |
| Baird, Alexander | 28 | Ditto | Roads and Harbour of Leven. |
| Brown, William | 65 | Ditto | Broughty Ferry to Perth. |
| Beaton, James | 31 | Ditto | Inchkeith to Grangemouth. |
| Bruce, Archibald | 40 | Ditto | Leith Roads to Alloa. |
| Brand, Daniel | 39 | Ditto | Montrose to Hartlepool. |

## Trinity House of Leith—*continued.*

### Names of Pilots—*continued.*

| NAMES OF PILOTS. | Age on last Birthday. | Whether Licensed or not. | Service for which Licensed or Authorised to act. |
|---|---|---|---|
| Combe, Robert | 66 | Licensed | Firth of Forth and North Sea. |
| Combe, Alexander | 67 | Ditto | Firth of Forth. |
| Carlaw, George | 53 | Ditto | Inchkeith to Grangemouth. |
| Combe, George | 49 | Ditto | Firth of Forth. |
| Combe, James Carnie | 33 | Ditto | - ditto. |
| Carnie, William | 33 | Ditto | - ditto. |
| Clark, Andrew | 73 | Ditto | - ditto. |
| Clark, George | 45 | Ditto | Leith Roads to Carron Roads. |
| Cairns, William | 34 | Ditto | Roads and Harbour of Methil. |
| Cairns, George | 39 | Ditto | Fife Ness to Leith Roads. |
| Cousin, John | 49 | Ditto | Leith Roads to Alloa. |
| Crooks, Robert | 36 | Ditto | - ditto. |
| Cunningham, Thomas | 63 | Ditto | - ditto. |
| Crombie, George | 47 | Ditto | Firth of Forth. |
| Cowan, John | 48 | Ditto | - ditto. |
| Cairns, Thomas | 40 | Ditto | - ditto. |
| Dryburgh, John | 47 | Ditto | - ditto. |
| Donaldson, Alexander | 32 | Ditto | Inchkeith to Grangemouth. |
| Davidson, Alexander | 52 | Ditto | Roads and Harbour of Methil. |
| Dunsire, William | 45 | Ditto | Methil, Leven, and Buckhaven. |
| Dryburgh, Thomas | 30 | Ditto | Firth of Forth. |
| Donald, Thomas | 38 | Ditto | Inchkeith to Alloa. |
| Dick, James | 56 | Ditto | - ditto. |
| Duncan, William | 54 | Ditto | North Sea. |
| Edwards, Henry | 56 | Ditto | Firth of Forth. |
| Edwards, Andrew | 45 | Ditto | - ditto. |
| Fotheringham, Peter | 58 | Ditto | Inchkeith to Stirling. |
| Finnie, Samuel | 52 | Ditto | Firth of Forth. |
| Ferguson, William | 54 | Ditto | - ditto. |
| Gardener, William | 53 | Ditto | - ditto. |
| Graham, James | 57 | Ditto | - ditto. |
| Galloway, David | 61 | Ditto | Inchkeith to Stirling. |
| Gilmour, Andrew | 61 | Ditto | Firth of Forth. |
| Gibson, James | 60 | Ditto | Buoy of Tay and Leith Roads to Orfordness. |
| Gray, Thomas | 50 | Ditto | Firth of Forth. |
| Gibb, David | 39 | Ditto | - ditto. |
| Harley, Andrew | 54 | Ditto | - ditto. |
| Hanon, James | 44 | Ditto | Dysart to St. Margaret's Hope. |
| Hampstead, John | 56 | Ditto | Firth of Forth. |
| Hardie, Alexander | 41 | Ditto | - ditto. |
| Hardie, Robert | 36 | Ditto | Inchkeith to Alloa. |
| Jamieson, George | 57 | Ditto | Firth of Forth. |
| Johnston, John | 32 | Ditto | - ditto. |
| Johnston, Peter | 53 | Ditto | Firth of Forth to St. Margaret's Hope. |
| Johnston, James | 26 | Ditto | Firth of Forth to Grangemouth. |
| Kinnear, William | 54 | Ditto | Inchkeith to Alloa. |
| Laing, John | 59 | Ditto | Firth of Forth. |
| Lindsay, John | 33 | Ditto | - ditto. |
| Lyle, James B. | 35 | Ditto | - ditto. |
| Liston, Andrew | 67 | Ditto | Firth of Forth and North to Kinnard's Head. |
| Linton, Walter | 51 | Ditto | - ditto. |
| Liddle, James | 69 | Ditto | Leith Roads to Orfordness and North through Pentland Frith. |
| Lapsley, John | 53 | Ditto | Firth of Forth. |
| Linton, Thomas | 48 | Ditto | - ditto. |
| Morrison, William | 45 | Ditto | Firth of Forth to Carron Roads. |
| Malcolm, Henry | 43 | Ditto | - ditto. |
| Malloch, John | 65 | Ditto | Firth of Forth and North Sea. |
| Miles, John | 37 | Ditto | Leith Roads to St. Andrew's. |
| Mills, William | 28 | Ditto | Firth of Forth to Grangemouth. |
| Minto, Andrew | 56 | Ditto | Leith Roads to Duncambay Head and Orfordness. |
| Mills, James | 59 | Ditto | - ditto. |

TRINITY HOUSE OF LEITH—*continued.*

NAMES OF PILOTS—*continued.*

| NAMES OF PILOTS. | Age on last Birthday. | Whether Licensed or not. | Service for which Licensed or Authorised to act. |
|---|---|---|---|
| Murrie, Robert | 41 | Licensed | Leith Roads to Alloa. |
| M'Vinish, John | 56 | Ditto | Cromarty and Dingwall Firths. |
| M'Arthur, Colin | 41 | Ditto | Firth of Forth. |
| M'Intosh, Alexander | 41 | Ditto | Burntisland to Alloa. |
| M'Arthur, Robert | 31 | Ditto | Inchkeith to Alloa. |
| M'Laren, Walter | 61 | Ditto | Leith Roads to Alloa. |
| M'Intyre, William L. | 49 | Ditto | Firth of Forth and North Sea. |
| M'Kinzie, John M. | 57 | Ditto | Firth of Forth and North to Duncansby Head. |
| Nicoll, William | 51 | Ditto | Firth of Forth and South to Orfordness. |
| Noble, Robert, jun. | 30 | Ditto | Firth of Forth. |
| Niell, William | 51 | Ditto | - ditto. |
| Noble, Peter | 27 | Ditto | - ditto. |
| Patterson, James | 57 | Ditto | Firth of Forth to Carron Roads. |
| Paterson, Walter | 56 | Ditto | Firth of Forth. |
| Paterson, Thomas | 60 | Ditto | Firth of Forth to Carron Roads. |
| Paterson, James | 47 | Ditto | - ditto. |
| Paterson, David | 55 | Ditto | - ditto. |
| Parker, William | 50 | Ditto | Firth of Forth to Grangemouth. |
| Punton, John | 50 | Ditto | Leith Roads to Orfordness. |
| Pert, David | 50 | Ditto | Leith Roads to Orfordness and Pentland Firth. |
| Paterson, Thomas, jun. | 35 | Ditto | Firth of Forth to Carron Roads. |
| Potter, William | 46 | Ditto | Inchkeith to Alloa. |
| Paterson, Andrew | 50 | Ditto | - ditto. |
| Ross, Alexander | 67 | Ditto | Tarbert Ness and Bonar Bridge. |
| Rintoul, John | 55 | Ditto | Inchkeith to Stirling. |
| Robertson, James | 47 | Ditto | Firth of Forth and North Sea. |
| Ramsay, William | 30 | Ditto | Firth of Forth to Grangemouth. |
| Reid, Thomas | 51 | Ditto | Buoy of Tay to Orfordness and Firth to Leith Roads. |
| Stevenson, Andrew | 56 | Ditto | Firth of Forth to Grangemouth. |
| Stevenson, David | 53 | Ditto | - ditto. |
| Sutherland, Niell | 48 | Ditto | - ditto. |
| Sturrock, Charles | 48 | Ditto | Ferry Port on Craig to Perth. |
| Simpson, Alexander | 42 | Ditto | Inchkeith to Alloa. |
| Stocks, James | 35 | Ditto | Firth of Forth. |
| Stevenson, Hugh | 34 | Ditto | Firth of Forth to Grangemouth. |
| Seaton, John | 32 | Ditto | - ditto. |
| Stevenson, Hugh, jun. | 26 | Ditto | - ditto. |
| Spence, John | 36 | Ditto | Inchkeith to Alloa. |
| Stevenson, Philip | 25 | Ditto | Firth to Grangemouth. |
| Thomson, John | 33 | Ditto | Firth to Leith Roads. |
| Tait, James | 40 | Ditto | Inchkeith to Alloa. |
| Watson, Alexander | 58 | Ditto | Firth of Forth. |
| Wilson, Robert W. | 58 | Ditto | Leith Roads to Orfordness. |
| Wilson, John | 24 | Ditto | Firth of Forth to Grangemouth. |
| Wilson, Thomas | 43 | Ditto | Firth of Forth. |
| Wilson, James | 58 | Ditto | Firth of Forth to Grangemouth. |
| White, Henry | 62 | Ditto | Leith Roads to Orfordness. |
| Wilson, John | 43 | Ditto | Firth of Forth to Grangemouth. |
| Whitton, James | 49 | Ditto | Fife Ness to Duncambay Head and Orfordness. |
| Young, Alexander | 36 | Ditto | Inchkeith to Carron Roads. |

## RATES of PILOTAGE.

The Rates printed at p. 105 of Parl. Paper, No. 5 of Sess. 2 of 1857, still remain in force.

## TRINITY HOUSE OF LEITH—*continued.*

### AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PITOTED. | BRITISH VESSELS. | | | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | | | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | | | £. s. d. | | £. s. d. | | £. s. d. |
| Into Alloa | 62 | 63 10 6 | 1 | 2 18 6 | – | – – – | – | – – – | | | 96 | 152 11 6 | 12 | 28 5 – | 171 | 247 5 6 |
| Into Anstruther | 48 | 12 5 – | – | – – – | – | – – – | – | – – – | | | – | – – – | – | – – – | 48 | 12 5 – |
| Into Burntisland | – | – – – | – | – – – | 68 | 50 5 3 | – | – – – | | | 36 | 25 1 6 | – | – – – | 104 | 75 6 9 |
| Into Boness | – | – – – | – | – – – | 40 | 24 11 6 | 5 | 8 13 – | | | 140 | 121 11 3 | – | – – – | 185 | 154 15 9 |
| Into Charleston | – | – – – | – | – – – | 27 | 18 18 9 | – | – – – | | | 119 | 118 13 9 | – | – – – | 146 | 137 12 6 |
| Into Cockenzie | 1 | 1 10 – | – | – – – | – | – – – | – | – – – | | | – | – – – | – | – – – | 1 | 1 10 – |
| Into Clackmannan | – | – – – | – | – – – | – | – – – | – | – – – | | | 3 | 7 – 6 | – | – – – | 3 | 7 – 6 |
| Into Dysart | – | – – – | – | – – – | 35 | 36 13 3 | – | – – – | | | 43 | 41 5 – | – | – – – | 78 | 77 18 3 |
| Into Dingwall | – | – – – | – | – – – | 20 | 25 5 8 | – | – – – | | | – | – – – | – | – – – | 20 | 25 5 8 |
| Into Carron Roads and Grangemouth. | – | – – – | – | – – – | 103 | 173 1 6 | 16 | 7 8 3 | | | 205 | 323 16 9 | 44 | 45 10 3 | 373 | 549 16 9 |
| Into Granton | – | – – – | – | – – – | 4 | 10 – – | – | – – – | | | 21 | 61 4 11 | 2 | 4 19 9 | 27 | 76 4 8 |
| Into Kincardine | – | – – – | – | – – – | – | – – – | – | – – – | | | 1 | 3 6 – | – | – – – | 1 | 3 6 – |
| Into Kirkcaldy | – | – – – | – | – – – | – | – – – | – | – – – | | | 2 | 3 10 – | – | – – – | 2 | 3 10 – |
| Into Leven | 32 | 20 16 6 | – | – – – | – | – – – | – | – – – | | | – | – – – | – | – – – | 32 | 20 16 6 |
| Into Leith Roads | – | – – – | – | – – – | 39 | 156 3 3 | 12 | 40 2 6 | | | 72 | 229 18 1 | 6 | 5 16 – | 129 | 431 19 10 |
| Into Montrose | – | – – – | – | – – – | – | – – – | – | – – – | | | – | – – – | 1 | 2 – – | 1 | 2 – – |
| Into Methil | 114 | 92 14 6 | – | – – – | – | – – – | – | – – – | | | 22 | 21 1 6 | – | – – – | 136 | 113 16 – |
| Into Pittenweem | 20 | 14 9 2 | – | – – – | – | – – – | – | – – – | | | – | – – – | – | – – – | 20 | 14 9 2 |
| Into Perth and Newburgh | – | – – – | – | – – – | – | – – – | 1 | 1 3 4 | | | – | – – – | 13 | 16 1 – | 14 | 17 4 4 |
| Into St. David's | – | – – – | – | – – – | 4 | 2 15 6 | – | – – – | | | 71 | 40 11 – | – | – – – | 75 | 43 6 6 |
| Into St. Margaret's Hope | – | – – – | – | – – – | – | – – – | – | – – – | | | 3 | 12 5 – | – | – – – | 3 | 12 5 – |
| Into St. Andrew's | 69 | 45 4 – | – | – – – | 5 | 5 8 9 | – | – – – | | | 3 | 4 1 1 | – | – – – | 77 | 54 13 10 |
| Into Tarn Portmahonack and Dornock Frith. | – | – – – | – | – – – | 78 | 69 8 – | – | – – – | | | 4 | 1 19 – | – | – – – | 82 | 71 7 – |
| TOTAL | 346 | 250 9 8 | 1 | 2 18 6 | 428 | 572 11 5 | 34 | 57 7 1 | | | 841 | 1,167 16 10 | 78 | 102 12 – | 1,728 | 2,153 15 6 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Alloa | – | – – – | – | – – – | 51 | 39 5 – | 1 | 1 10 – | | | 108 | 126 13 – | 10 | 28 – – | 170 | 195 8 – |
| From Anstruther | 48 | 12 5 – | – | – – – | – | – – – | – | – – – | | | – | – – – | – | – – – | 48 | 12 5 – |
| From Burntisland | – | – – – | – | – – – | 48 | 34 5 9 | 5 | 7 14 – | | | 55 | 45 16 6 | – | – – – | 108 | 87 16 3 |
| From Boness | – | – – – | – | – – – | 32 | 14 1 – | – | – – – | | | 133 | 113 4 6 | – | – – – | 165 | 127 5 6 |
| From Charleston | – | – – – | – | – – – | 42 | 38 12 9 | – | – – – | | | 210 | 199 5 3 | – | – – – | 252 | 237 18 – |
| From Clackmannan | – | – – – | – | – – – | 27 | 37 12 – | – | – – – | | | 54 | 56 16 – | – | – – – | 81 | 94 8 – |
| From Dysart | – | – – – | – | – – – | 15 | 10 2 3 | – | – – – | | | 24 | 17 15 – | – | – – – | 39 | 27 17 3 |
| From Dundee | – | – – – | – | – – – | 22 | 225 – – | 5 | 42 – – | | | – | – – – | – | – – – | 27 | 267 – – |
| From Carron Roads and Grangemouth. | – | – – – | – | – – – | 43 | 64 1 9 | 40 | 27 9 9 | | | 103 | 129 8 – | 82 | 117 15 – | 268 | 338 14 6 |
| From Granton | – | – – – | – | – – – | 1 | 2 15 – | – | – – – | | | 7 | 21 9 8 | – | – – – | 8 | 24 4 8 |
| From Kincardine | – | – – – | – | – – – | – | – – – | – | – – – | | | 10 | 11 11 6 | – | – – – | 10 | 11 11 6 |
| From Leith Roads | – | – – – | – | – – – | 16 | 71 5 6 | – | – – – | | | 44 | 247 4 8 | 26 | 51 10 – | 86 | 370 – 2 |
| From Montrose | – | – – – | – | – – – | – | – – – | – | – – – | | | 2 | 10 – – | 2 | 5 5 – | 4 | 15 5 – |
| From Methil | 35 | 12 17 6 | – | – – – | – | – – – | – | – – – | | | – | – – – | – | – – – | 35 | 12 17 6 |
| From Morrison's Haven | – | – – – | – | – – – | 6 | 21 19 – | – | – – – | | | – | – – – | – | – – – | 6 | 21 19 – |
| From St. David's | – | – – – | – | – – – | 3 | 1 7 6 | – | – – – | | | 35 | 13 15 – | – | – – – | 38 | 15 2 6 |
| TOTAL | 83 | 25 2 6 | – | – – – | 306 | 560 7 6 | 51 | 78 13 9 | | | 785 | 992 19 1 | 120 | 202 10 – | 1,345 | 1,859 12 10 |

*Note.*—No distinction is made between the different classes of British and Foreign Vessels either in the rates of pilotage or in the returns of the pilots. The pilotages for the distances herein mentioned comprehend also intermediate distances. No rates fixed by Trinity House. With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament, and license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by the Trinity House, as the harbour pilots are not under their authority, but under that of the several harbour authorities.

### ACCOUNT of MONIES received and expended in respect of PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To amount of fees received for licenses and certificates | 142 14 – | By amount paid to account for salaries of secretary, clerk, and other officers | 142 14 – |

7 March 1876. *William D. Carstairs*, Secretary.

# HARBOUR AND DOCKS OF LEITH.

## BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

*See* pp. 136 and 137 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| Peter Anderson - aged 56 | Rutherford Durham, aged 65 | Henry Liddell - aged 56 | Martin Ramsay - aged 63 |
| David Armour - - 56 | Robert Dryborough - 74 | David Lyle - - - 56 | Alexander Rutherford - 55 |
| William Bissett - - 61 | Thomas Dryborough - 30 | John Lindsay - - 32 | John Ramsay - - 50 |
| James Brock - - - 46 | John Dryborough - 45 | James Braid Lyle - 34 | James Robertson - - 47 |
| John Brock - - - 39 | George Flucker, No. 1 - 66 | Thomas Latta Main - 50 | Robert Stevenson - - 59 |
| William Brock - - 39 | James Flucker, No. 1 - 72 | John Malloch - - 65 | Andrew Stevenson - 55 |
| Robert Carnie, No. 1 - 62 | James Flucker, No. 2 - 75 | William Mills - - 27 | David Stevenson - - 53 |
| William Carnie, No. 1 - 61 | George Flucker, No. 2 - 60 | Jacob Noble - - 67 | Neil Sutherland - - 48 |
| Robert Comb - - 65 | James Graham - - 55 | John Noble - - - 74 | Hugh Stevenson, No. 1 33 |
| John Carnie - - - 58 | Daniel Hall - - - 55 | Robert Noble - - 56 | Hugh Stevenson, No. 2 26 |
| Liston Carnie - - 56 | Philip Jarvie - - 54 | William Noble - - 63 | Philip Stevenson - - 24 |
| Thomas Comb - - 55 | John Johnston - - 28 | William Nicoll - - 49 | John Seaton - - 32 |
| Robert Carnie, No. 2 - 53 | Alexander Linton - - 58 | Robert Noble, jun. - 25 | George Stewart - - 58 |
| John Comb, No. 1 - - 66 | Alexander Liston - - 70 | Peter Noble - - - 26 | William Watson - - 66 |
| Andrew Carnie - - 56 | Andrew Liston - - 68 | James Paterson - - 65 | David Wilson - - 58 |
| William Clark - - 60 | Archibald Logan - - 69 | Thomas Paterson - - 61 | John Wilson, No. 1 - 70 |
| Thomas Carnie - - 61 | William Linton - - 55 | William Paterson - 51 | Thomas Wilson - - 68 |
| Richard Corson - - 50 | Walter Linton - - 51 | George Paterson - - — | Andrew Wilson - - 54 |
| John Combe, No. 2 - 49 | William Logan - - 52 | Thomas Paterson, jun. - 36 | John Wilson, No. 2 - 63 |
| George Combe - - 48 | John Liston - - - 52 | David Ramsay - - 68 | Thomas Wilson (Linton) 43 |
| James Carnie Combe - 33 | John Linton - - 53 | William Ramsay, No. 1 63 | John Wilson, No. 3 - 24 |
| William Carnie, No. 2 - 34 | William Liddle - - 52 | William Rutherford - 67 | Henry White - - 61 |
| John Cowan - - - 45 | Thomas Linton - - 49 | William Ramsay, No. 2 53 | John Young - - 62 |
| | | | Robert Young - - 68 |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

| | £. | s. | d. |
|---|---|---|---|
| (1.)—INWARDS. | | | |
| From and to any point required within the Limits of the Port as extended for pilotage purposes by Article 8 of the Regulations - - - - - - - - - - - - - - | 1,009 | 1 | 9 |
| (2.)—OUTWARDS. | | | |
| From and to any point required within the Limits of the Port as extended for pilotage purposes by Article 8 of the Regulations - - - - - - - - - - - - - - | — | | |

The pilotage outwards is paid directly to the pilots. The amount received by them is not known, and there are no materials for making any further return of the particulars required by this Schedule.

## ACCOUNT of all MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To amount of fees received from applicants for licenses and certificates - - - | 1 | 11 | – | By amount paid to pilots - - - | 933 | 6 | 8 |
| | | | | By amount paid to pilots' widows' fund - | 50 | 10 | 1 |
| To gross amount received for inward pilotage | 1,009 | 1 | 9 | By amount applied to cover expense of collection - - - - - - - | 25 | 5 | – |
| | | | | By amount applied to cover expense connected with licenses - - - - - | 1 | 11 | – |
| £. | 1,010 | 12 | 9 | £. | 1,010 | 12 | 9 |

31 January 1876.

*John Torry*, Clerk.

# PORT OF LOSSIEMOUTH.

## BYE-LAWS, REGULATIONS, ORDERS, &c.

There are none beyond the provisions of the Local and General Acts of Parliament.

## NAMES of PILOTS.

| | | |
|---|---|---|
| William M'Donald | aged 41 | *Limits*:—To pilot ships to and from the Harbour. |
| William Souter | 42 | |
| William Cook | 40 | |

## RATES of PILOTAGE.

| | s. | d. |
|---|---|---|
| For every vessel entering and leaving the harbour, per registered ton | – | 3 |
| For each tide of four hours' work within the said harbour, for each man | 1 | – |
| For laying out kedge and warp to assist vessels to sea | 5 | – |
| For each man employed in hauling a warp on board a vessel hanging by a kedge | 1 | – |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Bay to Harbour | 137 | 73 8 1½ | 1 | – 12 – | – | – – – | 10 | 5 18 10½ | 148 | 79 19 – |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Bay | 131 | 67 15 4½ | 3 | 1 14 6 | 6 | 4 8 4½ | 4 | 1 10 6 | 144 | 75 8 9 |

## ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

The pilotage dues are collected by the harbour master for the pilots, and are paid over by him to them without passing into the hands of the pilotage authority at all. The harbour master keeps off 10 per cent. from the amount collected, for his trouble in collecting and paying over.

19 May 1876. *A. G. Allen*, Secretary.

## PORT OF MACDUFF.

BYE-LAWS.—No alteration.

### NAMES of PILOTS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| John West | aged 50 | James Lyall | aged 31 | Andrew Paterson | aged 4 |
| James West | 48 | William Wilson | 36 | William Paterson, senior | 6 |
| William West | 44 | James Watt, jun. | 36 | William Paterson, junior | 3 |
| James Paterson | 56 | James Lyall | 38 | William West, junior | 3 |
| George Paterson | 51 | Andrew Lyall | 33 | Peter Ewen | 5 |
| James Wilson | 54 | William Lyall | 31 | Andrew West | 4 |
| William Wilson | 45 | William Lyall | 43 | William West, junior | 3 |
| James Wilson | 43 | George Lyall | 54 | Andrew West | 6 |
| Alexander Watt | 50 | William Lyall | 35 | William West, senior | 6 |
| Alexander Paterson | 55 | James Lyall, jun. | 51 | Alexander Ewen | 3 |
| James West | 63 | William Lyall | 47 | James West | 6 |
| James West | 57 | Alexander Lyall | 49 | James Lyall | 4 |
| George Lyall | 67 | Andrew West | 62 | | |

### RATES of PILOTAGE.

| | s. | d. |
|---|---|---|
| For every vessel above 20 tons, if entering the Harbour of Macduff, per registered ton | – | 1½ |
| For every vessel above 20 tons, if leaving the Harbour of Macduff, per registered ton | – | 1½ |
| For each tide of four hours' work within the said Harbour, for each man | 1 | – |
| For laying oul kedge and warp to assist vessels to sea | 5 | – |
| For each man employed in hauling a whrp on board a vessel hanging by a kedge | 1 | – |

### ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To gross amount received for – – – – Inward pilotage | 73 | 2 | 7½ | Total amount paid to pilots | 227 | 5 | 3 |
| To gross amount received for – – – – Outward pilotage | 73 | 2 | 7½ | | | | |
| To amount received from other sources: | | | | | | | |
| Extra boats and warping out | 56 | – | – | | | | |
| Ditto – ditto – inwards | 25 | – | – | | | | |
| £. | 227 | 5 | 3 | £. | 227 | 5 | 3 |

29 January 1876.

*James Farquharson*, Clerk.

## PORT OF PETERHEAD.

REGULATIONS and RATES of FARE at and within the Port and Harbours of *Peterhead.*

*See* pp. 138 and 139 of Parl. Paper, No. 408 of 1867.

PORT OF PETERHEAD—*continued.*

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| Alexander Robertson | aged 60 | James Strachan | aged 33 |
| James Cordiner | 71 | Alexander Leask | 66 |
| John Groat | 51 | John M'Lean | 39 |
| James Hird | 52 | Alexander Strachan | 35 |
| Robert Slessor | 57 | George Strachan | 32 |
| William Mackie | 60 | Andrew Buchan | 43 |
| Alexander Geddes | 40 | John Buchan | 39 |
| Alexander Watt | 48 | Andrew Milne | 65 |
| William Watt | 44 | Charles Alexander | 51 |
| Thomas Yule | 48 | George Cordiner | 34 |
| James Thain | 43 | Robert Sellar | 68 |
| John Geddes | 45 | James Buchan | 36 |
| Peter Geddes | 34 | James Winton | 35 |
| George Strachan, sen. | 44 | George Geddes | 39 |
| Alexander Strachan | 51 | Robert Strachan | 28 |
| Thomas Slessor | 38 | Benjamin Buchan | 41 |
| William Milne | 70 | John Strachan | 35 |
| Robert Ritchie | 47 | William Strachan | 30 |
| Robert Taylor | 41 | James Geddes | 41 |
| John Coull | 58 | James Strachan | 28 |
| Robert Strachan | 41 | | |

*Limits*:—To pilot vessels into and out of the Harbour of Peterhead.

## RATES of PILOTAGE.

The Trustees of the Harbours of Peterhead hereby give notice, that by virtue of the powers conferred on them by section 67 of "The Peterhead Harbours Act, 1873," they have altered the mode of remunerating the pilots licensed by them, and have made a Resolution and Regulation thereanent of the effect following, viz.:—That, from and after 1st February 1875, the remuneration to be demanded and received by all such pilots for the pilotage of vessels into and out of either of the harbours of Peterhead shall be, for all vessels of 30 tons register and upwards, at an uniform rate of 3 *d.* per ton.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

| BRITISH VESSELS. | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|
| COASTERS AND OVERSEA. | | COASTERS AND OVERSEA. | | | |
| No. | Amount. | No. | Amount. | No. | Amount. |
| | £. s. d. | | £. s. d. | | £. s. d. |
| 473 | 248 4 4 | 111 | 65 12 9 | 584 | 313 17 1 |

## ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To amount of fees received from applicants for licenses and certificates | 3 10 6 | By amount paid for salaries of secretary, clerk, and other officers | 3 10 6 |
| To gross amount received for — Inward pilotage | 313 17 1 | By amount paid for salary of captain pilot | 130 – – |
| To gross amount received for — Outward pilotage | 313 17 1 | By amount paid to pilots | 598 10 2 |
| To balance provided from the revenue derived by the trustees of the harbours of Peterhead | 100 16 – | | |
| £. | 732 – 8 | £. | 732 – 8 |

11 January 1876.

*Patrick Irvine*, Clerk.

# PORT OF ROSEHEARTY.

## BYE-LAWS and REGULATIONS.

*See* pp. 140 and 141 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| William Duncan - - - - | aged 51 | John Buchan - - - - | aged 43 |
| Andrew Ritchie - - - - | 43 | Alexander Pine - - - - | 52 |

## RATES of PILOTAGE.

For every ship or vessel piloted into and out of the harbour of Rosehearty with a boat of four men, 2 *d.* per ton burden. Warping in or out, including haulers, and boat laying out a kedge, 5 *s.* extra.

Tide's work:—For every tide's work within the harbour, per man employed, 1 *s.* 6 *d.* each.

Berthing master's or captain pilot's fees:—For all vessels under 60 tons burdeu, 6 *d.* each; 60 tons and under 120 tons burden, 1 *s.* each; 120 tons and upwards, 1 *s.* 6 *d.* each.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | No. | £. s. d. |
| About 300 or 400 yards - - | 39 | 37 10 - | 3 | 3 6 - | 2 | 1 4 - | 1 | 1 1 6 | 45 | 43 1 6 |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| About 300 or 400 yards - - | 13 | 12 - - | 29 | 28 16 - | - | - - | 3 | 2 5 6 | 45 | 43 1 6 |

*Note.*—The Pier of Rosehearty, which extends into deep water, makes it unnecessary to give the distances from which the vessels are piloted from, as vessels come to at the mouth of the Harbour.

## ACCOUNT of MONIES received in respect of PILOTAGE.

There has been nothing paid out as salaries, office rent, boats, buoys, or pensions; the Pilots are fishermen, and have no expense, as they afford everything, and get all the Pilotage.

10 January 1876. *J. D. Sharpe.*

# PORT OF WICK.

## BYE-LAWS.

No alteration.

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| William Payne - - | aged 61 | William M'Leod - - | aged 51 |
| David Ross - - - - | 70 | William Taylor - - - | 46 |
| John Shearer - - - - | 59 | Peter Johnston - - - | 48 |
| Allan M'Leod - - - - | 49 | Alexander Nicolson - - - | 47 |

*Limits:*—To pilot vessels to and from Pulteney Harbour.

## RATES of PILOTAGE.

*See* p. 59 of Parl. Paper, No. 178 of 1871.

Under Schedule D. (Pilot Rates) the rate of 3*d.* per ton for vessels above 20 tons burden is raised to 4*d.* per ton.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

INWARDS AND OUTWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From a line drawn from the North Head to the South Head of the Bay of Wick. | 332 | 191 6 3 | 46 | 53 10 9 | 3 | 4 12 9 | 60 | 60 – 9 | 441 | 309 10 6 |

## ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for inward and outward pilotage - - - - - | 309 10 6 | By amount paid for salaries of pilot masters | 3 10 1 |
| To amount received from other sources - | 41 1 10 | By amount paid for pilot boats, buoys, &c. - | 2 17 – |
| | | By balance paid weekly to the pilots - - | 344 5 3 |
| £. | 350 12 4 | £. | 350 12 4 |

10 January 1876.

*William Crow*, Secretary.

# IRELAND.

## PORT OF BALLINA.

### BYE-LAWS.

— Nil. —

### NAMES of PILOTS.

| | | | | | |
|---|---|---|---|---|---|
| James M'Keown | aged 42 | Michael Keane | aged 37 | Outside service. | |
| Roger Lochney | 52 | Michael Loughney | 46 | | |
| Patrick Lochney | 52 | James Walsh | 52 | | |
| Henry Hennigan | 44 | Pat. Walsh | 33 | Inside service. | |
| William Patterson | 60 | | | | |
| Mark M'Nulty | 43 | James Timlin | 37 | | |

### RATES of PILOTAGE.

For Coasting Vessels, 2*s.* per foot. For Foreign-going Vessels, 3*s.* per foot.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | TOTALS. No. | Amount. |
|---|---|---|---|---|---|---|
| | | £. s. d. | | £. s. d. | | £. s. d. |
| From the Rocks, Killala Bay, to the Quay - | 90 | 75 – – | 42 | 36 1 6 | 132 | 111 1 6 |

(2.)—OUTWARDS.

| | | | | | | |
|---|---|---|---|---|---|---|
| From the Quay to the Bay, and Rocks in Bay | 90 | 70 12 – | 42 | 33 1 6 | 132 | 103 12 – |

### ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for - - - - - | Inward pilotage - | 111 1 6 | By amount paid to pilots - - - | 214 13 6 |
| | Outward pilotage - | 103 12 – | | |
| | £. | 214 13 6 | £. | 214 13 6 |

28 January 1876.

*R. W. Joynt*, Secretary.

# PORT OF BELFAST.

REGULATIONS issued by the Harbour Commissioners.

*See* pp. 164 to 166 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

*See* p. 113 of Parl. Paper, No. 276 of 1875. James M'Cutcheon has been promoted from Mate to Branch Pilot.

## RATES of PILOTAGE.

The Rates printed at pp. 103 and 104 of Parl. Paper, No. 354 of 1856, are still in force.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COASTERS. | | | | OVERSEA. | | | | COASTERS. | | | | OVERSEA. | | | | | |
| Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| 1,600 | 778 11 3 | 2,349 | 1,054 9 9 | 26 | 24 4 6 | 248 | 249 1 8 | – | – – – | – | – – – | 20 | 20 – – | 176 | 208 14 8 | 4,419 | 2,335 1 10 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 440 | 217 16 – | 563 | 331 19 3 | 1 | – 19 – | 16 | 16 6 6 | 6 | 4 19 – | 7 | 7 2 9 | 12 | 10 19 6 | 17 | 17 12 – | 1,062 | 607 14 – |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To amount of fees received from applicants for licenses and certificates | 10 7 – | By amount paid for or in respect of pilot boats, buoys, wages to masters and boatmen | 1,051 – 9 |
| To gross amount received for { Inward pilotage | 2,335 1 10 | By amount paid for pensions or superannuations | 50 – – |
| { Outward pilotage | 607 14 – | By pilots' wages | 2,942 15 10 |
| To amount received from other sources, including 20 per cent. off pilots' wages | 601 4 10 | | |
| To balance | 489 8 11 | | |
| £. | 4,043 16 7 | £. | 4,043 16 7 |

24 April 1876.

*William Thompson*, Secretary.

# PORT OF CORK.

## BYE-LAWS and RATES of PILOTAGE.

*See* p. 75 of Parl. Paper, No. 232 of 1873.

## NAMES of PILOTS.

*Queenstown.*

| | |
|---|---|
| James Murphy | aged 30 |
| John Walsh | 29 |
| Patrick Murphy | 50 |
| Richard Cotter | 50 |
| Maurice Crotty | 51 |
| Edward Dunn | 51 |
| James Smith | 36 |
| James Whelan | 28 |
| James Nash | 31 |
| Michael Regan | 40 |
| Edward Cotter | 61 |
| James Bransfield | 61 |
| Peter Walsh | 54 |
| James Hartnett | 43 |
| Robert Walsh | 26 |
| John Horrigan | 61 |
| John Whelan | 30 |
| Michael Connor | 62 |
| Bartholomew Mulcahy | 41 |
| Michael Shields | 42 |
| Thomas Lynch | 40 |
| Edward Cotter, jun. | 47 |
| John Terry | 53 |
| John Lynch | 52 |
| John Barry | 51 |
| James Lynch | 29 |
| James Saunders | 27 |
| John Walsh | 64 |
| John Allen | 38 |
| Martin Webb | 46 |
| Michael Lamb | 58 |
| William Smith | 34 |
| William Barry | 57 |
| Pat Saunders | 58 |
| Thomas Saunders | 53 |
| John Smith | 45 |
| Peter Ahern | 50 |
| William Sweeney | 35 |
| Edmond Butler | 36 |
| James Courtney | 36 |
| Michael Geary | 42 |
| William Dunn | 56 |
| Edward Lynch | 34 |
| James Steptoe | 26 |
| John Noonan | 36 |
| Michael Lynch | 36 |
| Edward King | 52 |

*Queenstown*—continued.

| | |
|---|---|
| David Dorgan | aged 54 |
| William Mulligan | 43 |
| John Horrigan | 35 |
| James Avon | 44 |
| Thomas Neill | 44 |
| John Murphy | 42 |
| Thomas Martin | 33 |
| John Barry | 49 |
| John Cotter | 32 |
| John Saunders | 43 |
| William Cotter | 51 |
| Michael Donovan | 39 |
| Denis Murphy | 37 |
| Robert Love | 39 |
| John Allen | 32 |
| John Nash | 33 |

*Ballinacurra.*

| | |
|---|---|
| Timothy Donovan | 35 |
| John Fenton | 32 |

*Ballycotton.*

| | |
|---|---|
| David Sullivan | 57 |

*Poor Head.*

| | |
|---|---|
| William Dunn | 64 |
| Samuel Dunn | 45 |
| Samuel Dunn, jun. | 26 |

*Cape Clear.*

| | |
|---|---|
| Daniel Cadogan | 39 |
| Michael Cadogan | 49 |
| William Cadogan | 34 |
| Patrick Cadogan | 27 |

*Kinsale.*

| | |
|---|---|
| Michael Nugent | 55 |
| John Hurley | 51 |
| Daniel Donovan | 31 |
| Jeremiah Warren | 40 |
| John Sullivan | 28 |
| Robert Nugent | 45 |
| Timothy Hayes | 57 |
| Richard Alcock | 36 |

*Crookhaven.*

| | |
|---|---|
| Thomas Ellis | aged 50 |
| Thomas Downey | 65 |
| Jeremiah Mahony | 51 |
| Andrew Beazley | 49 |

*River Pilots.*

| | |
|---|---|
| William Gorman | 43 |
| Bartholomew Collins | 42 |
| John Neill | 30 |
| Edward Neill | 37 |
| James Geary | 35 |

*Branched Captains of Steamships.*

| | |
|---|---|
| Edward Byrne | 59 |
| Robert Stavely | 56 |
| Francis Carew | 44 |
| Francis John Croft | 39 |
| Thomas Perry | 54 |
| John Crawford | 47 |
| William O'Toole | 47 |
| James Robertson | 48 |
| T. Simelkiar | 43 |
| L. G. Star | 42 |
| John Sterling | 42 |
| John M'Keller | 46 |
| William Davis | 54 |
| David Cathcart | 42 |
| Laurence O'Toole | 37 |
| George Hepburn | 44 |
| Hugh M'Cullum | 37 |
| David Howe | 42 |
| James M. Browne | 31 |
| William Dyer | 36 |
| Edward Hogan | 32 |

TOTAL BRANCH PILOTS - 90

(Exclusive of Captains of Steam Ships.)

## AMOUNT received for PILOTAGE of VESSELS in 1875.

The Commissioners have no means of ascertaining what amount has been received by the Pilots, there being no compulsory pilotage.

18 January 1876.

*William Donegan*, Secretary.

# PORT OF DROGHEDA.

BYE-LAWS issued by the Harbour Commissioners.

*See* p. 147 of Parl. Paper, No. 408 of 1867.

## NAMES of PILOTS.

The Pilots of this Port are the same for the year 1875 as the preceding year, with the exception of Mathew Owens, deceased; Richard Lynch, Peter Reynolds, Thomas Hodgins, John Reynolds, and James Garney, appointed Second Class Pilots.

## RATES of PILOTAGE.

The Rates printed at p. 238 of Parl. Paper, No. 516 of 1855, are still in force.

## AMOUNT received for Pilotage of Vessels in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | | | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | | | £. s. d. | | £. s. d. | | £. s. d. |
| From the Bay or Bar of Drogheda to the Quay of Drogheda. | 201 | 124 15 6 | 249 | 136 – – | – | nil – | 2 | 4 16 9 | 2 | 2 19 1 | 454 | 268 11 4 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From the Quay of Drogheda to the Bay or Bar of Drogheda. | 360 | 224 5 – | 90 | 55 4 4 | – | nil – | 3 | 3 16 3 | 1 | 1 – 3 | 454 | 284 5 10 |

## ACCOUNT of all Monies received and expended in respect of Pilots or Pilotage.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To amount of fees received from applicants for licenses and certificates | – 12 6 | By amount paid for commissions of secretary, clerk, and other officers | 14 2 8 |
| To gross amount received for — Inward pilotage | 268 11 4 | By amount paid for five pilot certificates | – 12 6 |
| To gross amount received for — Outward pilotage | 284 5 10 | By amount paid to pilots | 538 14 6 |
| £. | 553 9 8 | £. | 553 9 8 |

16 February 1876.

*John M'Namara*, Secretary.

# PORT OF DUBLIN.

## BYE-LAWS and RATES of PILOTAGE.

In the construction, and for the purposes of these Bye-Laws, the Interpretation of Terms contained in the "Dublin Port and Docks Act, 1869," shall be considered as Incorporated with and forming part thereof.

*Duties and Offences of Pilots.*

Pilots to be on board when required.

I. All pilots shall repair to their respective boats, and proceed in them to their station, whenever required by the masters; and no pilot while on service shall, under any pretence whatever, leave his boat save on duty; and in case he shall do so, the same shall be reported by the master to the Superintendent of Pilots, and such pilot shall be liable to a penalty not exceeding 2 *l.*, or to suspension or dismissal as the Board shall order.

Requirements when on duty.

II. Every pilot shall have with him, when on duty, a good watch, a tide table, his numbered flag, and a copy of the printed pilot note, under a penalty not exceeding 2 *l.*

Duty when in charge.

III. Every pilot in charge of a vessel within the Dublin Pilotage District, is to keep his flag hoisted; he is not to take the helm, but to give directions for the management of the vessel in his charge, to keep a constant look out, and to use his utmost care and diligence to conduct such vessel without damage or doing any injury to others; duly observing the regulations for preventing collisions at sea, established by Orders in Council under the authority of the 25 & 26 Vict. c. 63. He is to see that the lead is kept going, and in case of default in any of these directions, he shall, for every such offence, be liable to a penalty not exceeding 5 *l.*, or to suspension or dismissal.

Duty on entering Port of Dubin.

IV. Every pilot on entering the Port of Dublin or Harbour of Kingstown with a vessel, not being a coasting vessel, under his charge, shall order her ensign to be hoisted, and before berthing her shall direct proper soundings to be taken, so as to insure her, in case of grounding, to lie on an even keel, but he shall not lay her aground without the order of the master or person in command, or owner; and he shall not leave her until she is safely berthed, moored, or in dock, and in case of default in any of the directions, he shall, for every such offence, be liable to a penalty not exceeding 5 *l.*, or to suspension or dismissal.

To report accidents, &c.

V. Every pilot shall, immediately after leaving any vessel which may have suffered any injury whilst under his charge, report the same to the Superintendent of Pilots, and shall likewise report all accidents that may have taken place during said time to such vessel, or to any other vessel, caused in any manner by the vessel that he was in charge of, and, in default of his making such reports, he shall be liable to a penalty not exceeding 2 *l.*, or to suspension.

To obey orders of Harbour Master.

VI. Every pilot shall obey the directions of the harbour master, or dock master, as to the berthing or docking of vessels under his charge, and, in case of neglect or refusal so to do, shall be liable to a penalty not exceeding 5 *l.*, or to suspension or dismissal.

Going on board outward-bound vessels.

VII. Every pilot ordered to an outward-bound vessel, shall repair on board in sufficient time before such vessel shall leave the dock or port, to ascertain if the vessel be ready for sea, and if not, when his services shall be required, and if ready shall then remain on board, and if not ready shall proceed on board when required, and in default of doing so shall, for every such offence, be liable to a penalty not exceeding 5 *l.*, or to suspension or dismissal; and, in case such vessel shall not sail on the day the pilot is ordered to her, the master or owner of such vessel shall be liable to and shall pay to such pilot the sum of 10 *s.* 6 *d.* for every day such pilot shall be detained by the non-sailing of such vessel.

Sobriety and conduct.

VIII. Every pilot shall behave himself with strict sobriety, and shall conduct himself with due respect towards the owners, commanders, and officers of every vessel of which he may have the charge; and in any case of intoxication, improper conduct, or language by such pilot, such pilot shall be liable to a penalty not exceeding 5 *l.*, or to suspension or dismissal.

To report alterations in banks, buoys, &c.

IX. Every pilot, on observing any alteration in any of the banks, or that any of the buoys or beacons have been driven away, damaged, or out of place, shall immediately report the same to the Superintendent of Pilots, and in default of his so doing, shall be liable to a penalty not exceeding 2 *l.*, or to suspension.

To assist in repairing, &c.

X. Every pilot shall, whenever required by the Superintendent of Pilotage, or by the master of his boat, assist in performing all the necessary repairs to the boat, her rigging, sails, and materials, and all other duties usually performed by seamen on board their vessels; and shall at all times submit to and execute all the lawful orders of the master or person in charge of his boat; and in case of any refusal or neglect of any of the duties aforesaid, such misconduct shall at once be reported to the Superintendent of Pilots, and such pilot shall be liable to suspension or dismissal.

Negligence.

XI. Any pilot who, from carelessness or negligence, shall allow the vessel under his charge to get aground, or into collision with any other vessel, or who shall cause any damage or unnecessary delay to such vessel, by or in consequence of mooring her in an improper place or station, shall be liable to a penalty not exceeding 5 *l.*, or to suspension or dismissal.

Earnings.

XII. The earnings of each pilot boat, after such deductions as may from time to time be determined upon by the Board for the maintenance of the boats and expenses incident to the pilotage establishment, shall be divided amongst the pilots of such boat, as follows:

| | |
|---|---|
| Masters - - - - - - - - | 1½ share. |
| Pilots, 1st class - - - - - - - | 1½ „ |
| „ 2nd class - - - - - - - | 1¼ „ |
| „ 3rd class - - - - - - - | 1 „ |
| Sub-pilots - - - - - - - - | ¾ „ |

PORT OF DUBLIN—*continued.*

*Duties of Master Pilots.*

XIII. Every master shall maintain due subordination, sobriety, and good order amongst the crew of his boat, both at sea and in port, and shall, whilst in turn for boarding vessels, always use his utmost exertion to approach and board vessels requiring pilots, and in default of so doing, shall be liable to a penalty not exceeding 5 *l.* — Master to maintain order.

XIV. The masters of pilot boats shall not leave their boats when at sea under a penalty not exceeding 5 *l.*, except in cases of emergency, when their services may be absolutely necessary. — Not to leave his boat.

XV. The master of every pilot boat, or, in case of his absence from illness, or of necessity, the next in command, shall keep an exact journal of the proceedings of every cruise, containing the particulars of all vessels boarded or piloted inwards, and the time and place of boarding them, and shall also enter in such journal every two hours the position of his boat, and shall, whenever so required, submit to the Superintendent of Pilots his journal, and in default of keeping such journal, or submitting same as aforesaid, shall, for every such offence, be liable to a penalty not exceeding 2 *l.* — To keep a journal.

XVI. The master of each pilot boat shall instruct such of his sub-pilots, apprentices, or boat keepers, as shall require instruction in the use of the charts, soundings, and bearings of the Dublin Pilotage District, and in all other matters, a knowledge of which shall be required of them on their applying to be licensed; and in default of his so doing, shall be liable to suspension or dismissal. — To instruct apprentices and others.

XVII. Any master of a pilot boat who shall put or allow to be put on board any vessel, for the purpose of piloting such vessel, any unlicensed person, or any person whose licence has been suspended or withdrawn, shall be liable to a penalty not exceeding 5 *l.* — Not to put an unlicensed person on board a vessel.

XVIII. Any master of a pilot boat who shall, except in case of emergency, put on board any vessel a pilot, or assist in piloting any vessel, out of his regular turn, shall be liable to a penalty not exceeding 5 *l.* — Not to pilot out of turn.

XIX. Every master of a pilot boat shall bring before the Superintendent of Pilots all offences committed by his crew, and shall not, on any pretence, compromise the same or any of them under a penalty not exceeding 5 *l.* — Not to compromise offences.

XX. The masters or others in charge of pilot boats, whilst on their stations, shall, during night, exhibit lights, in accordance with the regulations established by law for same, and in default shall, for each offence, be liable to a penalty not exceeding 5 *l.* — Lights at night.

*Duties of Masters and others in Charge of Vessels.*

XXI. The masters of all vessels liable to pilotage dues shall pay the same at the Custom House, Dublin, or to the Superintendent of Pilots at Kingstown, and payments made by such masters individually to pilots will not be allowed by the Board in discharge of the pilot dues to which the vessel is liable. — Payment of rates.

XXII. All applications for a reduction or refund of pilotage dues shall be made within one month from the date of the pilot service, in respect of which same may be claimed, otherwise such application shall not be entertained. — Refunding dues.

*Qualification and Examination of Pilots.*

XXIII. No person shall be licensed as a pilot for the service of the Board for the Dublin Pilotage District who is above 40 years of age, and who has not been actively employed as a seafaring man. — Licence, age, &c.

XXIV. Every candidate for a licence as a pilot within said district must be able to give a correct and seamanlike description of the harbour, docks, and piers, the rise and set of the tides, the depths and characters of the soundings, the anchorages and best places where to stop a tide, the distances and courses between the several places, the banks, rocks, shoals, and other dangers, and the land-marks, beacons, perches, buoys, and lights within or in any manner connected with the said pilotage district. — Qualifications, lo al knowledge.

XXV. Every candidate for such licence must understand the handling and management, under any circumstances, of vessels of the different sorts and rigs usually entering the port of Dublin, how to bring same to anchor, moor, unmoor, and get them under weigh, and to give directions for their towage in case of the employment of a steam vessel for that purpose. — Qualifications, seamanship, &c.

XXVI. All candidates must be able to read and write correctly, and to have a competent knowledge of arithmetic; and this bye-law shall be taken as applicable to all candidates, either for licences as pilots or sub-pilots, or apprentices. — Able to read and write, &c.

XXVII. Candidates for sub-pilots' or boat-keepers' situations, of not less than 16 years of age, having served at sea may, after one month's probation, be appointed, during good behaviour, to a pilot boat, and shall be eligible for a third-class pilot licence. — Ages of sub-pilots, &c.

XXVIII. All candidates for licences as pilots, sub-pilots, or apprentices, must further produce certificates of service at sea, and for sobriety and good conduct; and such candidates as have served their time on board the pilot boats must have the master's certificate for diligence and fitness, in addition to that for service, sobriety, and conduct. — Certificates of conduct, &c.

XXIX. For every licence the sum of one guinea shall be paid, and on the renewal of any licence in place of one lost or injured, the fine of three guineas shall be levied, subject to be reduced by the Board, should they think fit. — Fees.

*Licensing Masters and Mates.—Under the Merchant Shipping Acts.*

XXX. No master or mate to whom has been granted a pilotage certificate for the Dublin Pilotage District, under the Merchant Shipping Act, shall add to or in anywise alter such certificate, or make or alter any endorsement thereon, or at any time lend such certificate, or authorise any person to act under the same. Any person violating this by law shall be liable to a penalty not exceeding 5 *l.*, or to suspension or withdrawal of his certificate. — Not to alter or lend certificate.

XXXI. Every master or mate to whom such certificate shall be granted shall, when in charge of any vessel for which such certificate may have been granted, exhibit from the mast-head a distinguishing flag of the usual dimensions, and of two colours, the upper horizontal half red, and the lower horizontal half white, in order to show that such vessel has on board a master or mate licensed to act as a pilot thereof; and in default of complying with this bye-law, such master or mate shall be liable to a penalty not exceeding 5 *l.* — To exhibit flag.

PORT OF DUBLIN—*continued.*

To conform to orders of harbour master.

XXXII. Every master or mate to whom such certificate shall be granted shall, from time to time, conform himself strictly to all directions which shall be given him by the harbour master or dock master, touching the mooring, placing, or removing of any vessel under his charge, and shall in all respects obey the laws and bye-laws of the Port of Dublin; and in case of any offence against this bye-law, such master or mate shall be liable to a penalty not exceeding 5 *l.*

To report changes in banks, &c.

XXXIII. Every master or mate to whom such certificate shall be granted, who shall observe any alteration in any of the sands or channels, or that any buoys or beacons of the Board have been driven away or out of place, shall forthwith deliver or send a correct statement to the Secretary of the Board, or Superintendent of Pilots, under liability to suspension of his certificate.

To attend Board.

XXXIV. Every master or mate to whom such certificate shall be granted shall attend the Board, or their Pilotage Committee, upon being required so to do, by a notice signed by the secretary, to answer any complaint or charge which may be made against him, under liability to suspension of his certificate.

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*Interpretation of Terms.*

The term the "Harbour" (except when otherwise expressed or provided), means the Harbour of Dublin.

The term the "River," or the "Liffey," means the River Liffey.

The term the "Port," means the Port of Dublin, and the term "Kingstown Harbour," means the Harbour of Kingstown.

The word "Vessel," means any ship, lighter, keel, barge, boat, raft, or craft, or any other kind of vessel whatever, whether navigated by steam or otherwise.

The word "Master," when used in relation to any vessel, means the person having the command and charge of the vessel for the time being.

The term "Harbour Master," means any harbour master appointed by the Board, and includes his assistants.

The term "Dock Master," means any dock master appointed by the Board, and includes his assistants.

The word "Owner," as applicable to any goods or vessels, extends to the charterer, broker, agent, and consignee.

The word "Person," includes a body corporate or union-corporate.

The word "Collier," means a vessel coming into the Port or Harbour of Dublin laden with coal only.

The term "Coasting Vessel," or "Coaster," means a vessel trading from any part of the United Kingdom, and coming into the Port or Harbour of Dublin.

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V.—*Pilotage.*

Limits of Dublin Pilotage District.

20. The limits to which the powers of the Board in respect of pilotage shall extend, and which shall be called the Dublin Pilotage District, shall be those described in the Third Schedule to this Act, Part I., and the district shall be deemed to be divided into the three divisions described in Part II. of the same schedule.

Pilots and superintendents of pilots to be appointed.

21. The Board may, from time to time, licence and appoint during pleasure such number of pilots to take charge of vessels coming into and going out of the Port of Dublin and Harbour of Kingstown as they shall think expedient, at and under such payments or allowances as the Board may determine, and the Board may appoint in like manner a superintendent of pilots to control and direct the several pilots to be appointed as aforesaid.

Licensing of pilot boats, &c.

22. The Board may, from time to time, acquire, construct, equip, maintain, licence, and govern such pilot boats and ships as in the opinion of the Board shall be required for the Dublin Pilotage District.

Vessels required to take pilots.

23. The master of every vessel coming to or going from the Port of Dublin or Harbour of Kingstown, shall within the Dublin Pilotage District employ to pilot his vessel a pilot licensed and appointed by the Board (in this Act called licensed pilot), except in case of vessels of the following description, namely:—

Vessels in ballast:

Coasting vessels laden with fish in bulk or with potatoes:

Coasting vessels of not exceeding 50 tons burden:

And if the master of any such exempted vessel requires and employs a pilot to pilot his vessel he shall employ a licensed pilot, and (subject to the provisions of this Act) none other.

Pilotage rates.

24. The pilotage rates shall be for vessels under this Act liable to the same, such rates not exceeding those prescribed in the 3rd Schedule to this Act, Part III., as the Board from time to time determine, and the same shall be paid and received, subject and according to the regulations in the same Schedule and Part contained.

Pilotage out of harbour and back into it.

25. Every vessel whether laden or in ballast which shall take a licensed pilot on board, and shall be compelled by stress of weather or otherwise to return to the Port of Dublin or Harbour of Kingstown, being brought in by the same pilot who took charge of such vessel out, shall pay half pilotage rates for such pilotage back, according to the rates in this Act mentioned; and every such vessel going out of the Port of Dublin or Harbour of Kingstown again, and requiring to take a licensed pilot, shall pay for such pilotage the full pilotage rates by this Act authorised.

Signals for pilots and assistance to pilots.

26. The master of every inward-bound vessel liable to pay pilotage rates shall, on coming within the Dublin pilotage district, display and keep flying the usual signal for a licensed pilot to come on board; and if any licensed pilot comes within a reasonable distance of the vessel, the master shall give all necessary assistance, as far as may be consistent with the safety of the vessel, to enable such pilot to come on board; and if any master fails to comply in any respect with the provisions of this section, he shall for every such offence be libale to a penalty not exceeding 5 *l.*

Seamen acting in distress. Section 27.

27. Where any seaman or person, not a licensed pilot, in time of distress, takes charge of or assists a vessel bound into or out of the Port of Dublin or Harbour of Kingstown, the Board may, if they think fit, direct to be paid to him out of their pilotage receipts such sum as they think fit as an extraordinary reward over and above any sum that he may be otherwise by law entitled to receive.

Payments for pilotage certificates.

29. Every master or mate to whom a pilotage certificate may be granted by the Board, shall pay to the Board in respect of such certificate, and upon every renewal of such certificate, such fees as the Board shall from time to time fix for that purpose with the consent of the Board of Trade.

PORT OF DUBLIN—*continued.*

30. If any master or mate to whom a pilotage certificate has been granted by the Board is guilty of misconduct or shows himself incompetent to pilot his ship, the Board may thereupon withdraw his certificate, and such certificate shall thenceforth cease to be of any effect whatever. — Masters or mates misconducting themselves forfeit certificates.

31. Every licensed pilot shall, while acting in such capacity, be provided with his licence, and shall produce the same to every person by whom he is employed or to whom he tenders his services as pilot; and if he refuses to do so at the request of such person, he shall incur for each offence a penalty not exceeding 10 *l.*, and shall be subject to suspension or dismissal by the Board. — Pilot to produce his licence on request.

32. Every licensed pilot on taking charge of a vessel within the Dublin pilotage district shall, in the presence of the master or officer in charge of such vessel, take the bearings of the nearest headland to prevent disputes as to where such vessel was boarded, and shall present to such master or officer a pilot note, which shall be filled up by such master or officer with the true draught of water of such vessel and with the position by bearing and distance of the nearest headland or light-ship at the time when such vessel was boarded; and in the case of a vessel outward bound from the Port of Dublin or Harbour of Kingstown, the pilot note shall state in like manner the draught of water and the position of such vessel when left by the pilot; and the pilot and the master or other officer of any vessel omitting or neglecting to comply with the requirements of this section shall, for every such act of non-compliance, be liable to a penalty of not exceeding 2 *l.* — For avoidance of disputes as to pilotage.

33. If any licensed pilot, after being personally required, or after a proper signal shall be made by the master of any inward-bound vessel shall refuse to take charge of such vessel, or in case such vessel cannot be boarded without imminent danger, shall refuse to lead the way with his boat, or shall, without reasonable cause, refuse to afford any extraordinary assistance required from him by the master of any vessel in distress, such pilot shall for every such offence be liable to a penalty of not exceeding 10 *l.*, and may at the discretion of the Board be deprived of his licence. — Penalty on pilots refusing to conduct ships or assist a vessel in distress.

34. Every licensed pilot taking upon himself the charge of any vessel shall, if so required by the master thereof, pilot such vessel, if sailing out of the Port of Dublin or Harbour of Kingstown as far as the outer limit of the Dublin Pilotage District, and any pilot who shall in any such case refuse to pilot such vessel to such distance as aforesaid shall forfeit his right to receive any sum of money for piloting such vessel, and may also at the discretion of the Board be deprived of his licence. — Distances to which vessels are to be piloted.

35. If after any vessel has been piloted out of the Port of Dublin or Harbour of Kingstown any licensed pilot shall remain on board such vessel at the request of the master or owner thereof for any time longer than 24 hours, in every such case such pilot shall be entitled, over and above his pilotage, to the sum of 10*s.* 6*d.* a day, to be computed from and inclusive of the day on which such ship passes the limit to which he was engaged to pilot her up to and inclusive of the day of his returning in such ship to the place where he was taken on board or up to and inclusive of such day as will allow him if discharged from the ship sufficient time to return to the place where he was so taken on board, and in such last-mentioned case he shall be entitled to his reasonable travelling expenses. — Allowance to qualified pilot taken out of his district.

36. In all cases where any pilot shall not, through stress of weather, be able to board any vessel but a pilot-boat shall lead such vessel into safety, then the master and crew of such pilot-boat shall be entitled to and shall be paid pilotage according to the rates by this Act authorised, or to such greater or less reward and payment as the Board shall think fit, according to the nature of the service rendered. — Payments for leading vessels into safety when pilots cannot board.

38. The Board shall be a pilotage authority within Part V. of "The Merchant Shipping Act, 1854," and any enactments from time to time in force amending or substituted for the same: Provided always, that any bye-law from time to time made by the Board in manner in this Act authorised shall for all purposes be as valid and binding, and shall have the like effect and operation as any bye-laws made or which may be made by the Board under Part V. of "The Merchant Shipping Act, 1854," or any Act amending the same. — Board to be pilotage authority.

39. Part V. of "The Merchant Shipping Act, 1854" (relating to pilotage), and all enactments for the time being in force amending or substituted for the same shall, except where expressly varied by this Act for the purposes of this Act, be read and have effect as if this Act had been passed and was in force before and at the time of "The Merchant Shipping Act, 1854" coming into operation. — Construction of Merchant Shipping Act.

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"PORT AND DOCKS ACT, 1869."

THE THIRD SCHEDULE.

PART I.—LIMITS OF DUBLIN PILOTAGE DISTRICT.

On the north, an imaginary straight line drawn from a point on the coast of Ireland, between Balbriggan and Skerries in the same latitude as the Rock-a-bill Lighthouse, and through Rock-a-bill Lighthouse to a point at sea three leagues distant from the nearest land on that part of the Irish Coast.

On the south, an imaginary straight line drawn from a point on the east coast of Ireland situated in the same latitude as the South Arklow Light-ship and through the Light-ship on the south end of the Arklow Bank, and thence to a point at sea three leagues distant from the neaerst land on that part of the Irish coast.

On the east, by an imaginary line drawn from the seaward extremity of the northern boundary line of a point at sea, three leagues eastward of the headland called the Nose of Howth, thence to a point at sea three leagues eastward of the headland called Wicklow Head, and thence until it joins the seaward extremity of the southern boundary line.

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PART II.—DIVISIONS OF DUBLIN PILOTAGE DISTRICT.

No. 1.—*Inner Pilotage Division.*

The Inner Pilotage Division comprises the area which would be enclosed by straight lines drawn from Bray Head to the buoy on the south end of the Kish Bank, and from thence to the Kish light-ship, outside the Kish Bank, and from thence on to Ireland's Eye, except so much of that area as is comprised in the Bay Pilotage Division.

PORT OF DUBLIN—*continued.*

No. 2.—*Bay Pilotage Division.*

The Bay Pilotage Division comprises the whole area of Dublin Bay, outside the bar, and is formed by an imaginary straight line drawn from the north headland of Dublin Bay, called Howth Bailey, to the south headland of Dublin Bay, called the Land's End of Dalkey.

No. 3.—*Outer Pilotage Division.*

The Outer Pilotage Division comprises the area which would be enclosed between the several boundary lines following (that is to say), which would be bounded on the north by the northern boundary line of the Dublin Pilotage District, which would be bounded on the east by the eastern boundary line of the Dublin Pilotage District, which would be bound on the south by the southern boundary line of the Dublin Pilotage District, and which would be bounded on the west by the lines forming the boundary to seaward of the Inner Pilotage Division.

## PART III.—PILOTAGE RATES.

### INNER PILOTAGE DIVISION.

A.—*British or Foreign Vessels, from Foreign or to Foreign.*

For piloting any such vessel from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say):—

| | *Per Foot.* s. | d. |
|---|---|---|
| To the quays or docks of Dublin | 3 | – |
| Into the harbour of Kingstown, Dalkey, Bullock, or Sutton | 2 | – |
| To the quays or docks of Dublin from the harbour of Kingstown, Dalkey, Bullock, or Sutton | 2 | 6 |
| From the Bar to the quays or docks of Dublin | 1 | – |

For piloting any such vessel (not in ballast), outwards from the respective places following to the following specified places in this division, or if no place is specified, then to any part of this division, the respective sums following (that is to say):—

| | *Per Foot.* s. | d. |
|---|---|---|
| From the quays or docks of Dublin to Poolbeg | 1 | – |
| From Poolbeg over the Bar | 1 | – |
| From the harbour of Kingstown, Dalkey, Bullock, or Sutton | 2 | – |

B.—*Colliers or Coasters.*

For piloting any collier or coaster from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say):—

| | *Per Foot.* s. | d. |
|---|---|---|
| To the quays or docks of Dublin | 1 | 6 |
| Into the harbour of Kingstown, Dalkey, Bullock, or Sutton | 1 | – |
| To the quays or docks of Dublin from the harbour of Kingstown, Dalkey, Bullock, or Sutton | 1 | 6 |
| From the Bar to the quays or docks of Dublin | – | 6 |

For piloting any collier or coaster (not in ballast), outwards from the respective places following to the following specified places in this division, or if no place is specified, then to any part of this division, the respective sums following (that is to say):—

| | *Per Foot.* s. | d. |
|---|---|---|
| From the quays or docks of Dublin to Poolbeg | 1 | – |
| From Poolbeg over the Bar | 1 | – |
| From the harbour of Kingstown, Dalkey, Bullock, or Sutton | 1 | – |

C.—*British or Foreign Vessels from Foreign or to Foreign, and Colliers or Coasters.*

For piloting any such vessel in ballast, but employing a pilot outwards from the respective places following to the following specified places in this division, or if no place is specified, then to any part of this division, the respective sums following (that is to say):—

| | *Per Foot.* s. | d. |
|---|---|---|
| From the quays or docks of Dublin to Poolbeg | 1 | – |
| From Poolbeg over the Bar | 1 | – |

### BAY PILOTAGE DIVISION.

*British or Foreign Vessels from Foreign or to Foreign.*

| | *Per Foot.* s. | d. |
|---|---|---|
| To the quays or docks of Dublin | 2 | 6 |

All other charges identical with the rates of pilotage of the Inner Pilotage Division.

### OUTER PILOTAGE DIVISION.

A.—*British or Foreign Vessels from Foreign or to Foreign.*

For piloting any such vessel from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say):—

| | *Per Foot.* s. | d. |
|---|---|---|
| To the quays or docks of Dublin | 4 | – |
| Into the harbour of Kingstown, Dalkey, Bullock, or Sutton | 3 | – |

For

## PORT OF DUBLIN—*continued.*

For piloting any such vessel outwards, from the respective places following to any part of this division, the respective sums following (that is to say) :—

| | *Per Foot.* s. | d. |
|---|---|---|
| From the quays or docks of Dublin | 2 | – |
| From the harbour of Kingstown, Dalkey, Bullock, or Sutton | 2 | – |

*Colliers or Coasters.*

For piloting any collier or coaster from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following (that is to say) :—

| | *Per Foot.* s. | d. |
|---|---|---|
| To the quays or docks of Dublin | 2 | 6 |
| Into the harbour of Kingstown, Dalkey, Bullock, or Sutton | 2 | – |

### REGULATIONS.

1. The rates in the several pilotage divisions comprised within the Dublin pilotage district are to be charged for every foot of water a vessel draws, and so in proportion for every half foot.
2. A fractional part of a foot, less than half a foot, is in all cases to be reckoned half a foot.

### NAMES of PILOTS.

| | | | |
|---|---|---|---|
| George Warren - aged 56 | Bartholomew Tallant, aged 52 | Joseph Morris - aged 33 | Michael Tallant - aged 31 |
| James Doyle - - 57 | James Murphy - - 57 | John Bowes - - 33 | John Warren - - 26 |
| James Warren - - 55 | Patrick Murphy - - 56 | Peter Glynn - - 32 | William Warren - - 27 |
| James Kelly - - 55 | Christopher Tallant (2) - 43 | James Byrne - - 32 | Thomas Doyle (1) - 26 |
| James Langan - - 66 | Joseph Archbold (1) - 45 | John Archbold - - 33 | Robert Emo - - 24 |
| Christopher Tallant (1) - 65 | Patrick Doyle - - 37 | James Cullen - - 39 | Robert Hammond - 25 |
| Michael Doyle - - 56 | Joseph Warren - - 42 | John Tallant - - 29 | Thomas Doyle (2) - 21 |
| Patrick Byrne - - 44 | Peter Tallant - - - 38 | Daniel Mooney - - 36 | James Tallant - - 21 |
| James Sharkey - - 46 | Joseph Swords - - 36 | James Murray - - 33 | Francis Birney - - 24 |
| John Murphy - - 64 | Joseph Archbold (2) - 46 | Matthew Farrell - - 28 | Peter Cullen - - 19 |
| George Archbold - - 58 | Thomas Roche - - 32 | Richard Archbold - - 27 | Patrick Murray - - 26 |
| John Irwin - - - 54 | Robert Foster - - 40 | Daniel Kinsella - - 24 | Thomas Tallant - - 22 |
| Hugh Tallant - - 52 | | | |

### NAMES of APPRENTICES.

| | | | |
|---|---|---|---|
| George Warren - aged 17 | Joseph Langan - aged 20 | Philip Dunn - - aged 16 | Christoper Tallant, aged 16 |
| John Shannon - - 23 | Michael Cullen - - 19 | | |
| John Hynes - - - 18 | James Shankey - - 16 | James Doyle - - - 16 | Daniel Byrne - - 17 |

### AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Outside to Dublin - - - | 1,512 | 2,125 4 3 | 257 | 740 9 – | 5 | 6 18 6 | 173 | 607 17 9 | 1,947 | 3,480 9 6 |
| From Inside to Dublin - - - - | 1,172 | 946 10 7 | 151 | 316 4 – | – | - - | 78 | 186 14 6 | 1,401 | 1,449 9 1 |
| From Outside to Kingstown - - - | 110 | 123 11 – | 3 | 7 4 – | – | - - | 4 | 7 11 6 | 119 | 139 5 – |
| From Inside to Kingstown - - - | 103 | 62 8 6 | 6 | 10 15 – | 2 | – 18 6 | 5 | 6 12 – | 114 | 79 15 6 |
| TOTAL - - - | 2,897 | 3,257 14 4 | 417 | 1,074 12 – | 7 | 7 17 – | 260 | 808 15 9 | 3,581 | 5,148 19 1 |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Docks and Quays to Poolbeg Lighthouse. | 1,201 | 581 5 3 | 29 | 17 8 6 | 54 | 25 14 6 | 35 | 17 7 – | 1,319 | 641 15 3 |

PORT OF DUBLIN—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. | s. | d. | *Cr.* | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| To amount of fees received from applicants for licences and certificates | 63 | 8 | 10 | Balance forward | 3,820 | 4 | 4 |
| To amount received as contribution to superannuation or widows' fund | 336 | 10 | 6 | By amount paid for salaries of secretary, clerk, and other officers | 300 | – | – |
| To amount received for fines and forfeitures | 4 | – | – | By amount paid for or in respect of pilot boats, buoys, &c. (including 230*l.* special repairs owing to damage) | 1,774 | 4 | 8 |
| To gross amount received for – Inward pilotage | 5,160 | 18 | 3 | By amount paid for pensions or superannuations | 626 | 16 | 7 |
| To gross amount received for – Outward pilotage | 641 | 15 | 3 | By inward pilotage | 3,689 | 9 | 9 |
| To amount received from other sources, awards | 8 | 11 | 4 | By outward pilotage | 637 | 9 | 3 |
| To rent of cottages | 50 | 12 | – | By awards | 6 | 17 | 2 |
| To compensation for damage | 118 | 9 | 5 | | | | |
| | 6,384 | 5 | 7 | | | | |
| To balance | 4,470 | 16 | 2 | | | | |
| £. | 10,855 | 1 | 9 | £. | 10,855 | 1 | 9 |

29 February 1876.

*N. Proud*, Secretary.

## PORT OF DUNDALK.

### BYE-LAWS.

— Nil. —

### NAMES of PILOTS.

*See* p. 116 of Parl. Paper, No. 276 of 1875. Omit the names of John Byrne and James Butler.

### RATES of PILOTAGE.

*See* p. 67 of Parl. Paper, No. 260 of 1872.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | COASTERS. | | OVERSEA. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Dundalk Bay to Quays | 539 | 412 11 4 | 12 | 31 19 – | – | – – | 17 | 39 8 – | 568 | 483 18 4 |

(2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Quays to Dundalk Bay | 454 | 267 7 3 | 12 | 22 17 6 | 2 | 2 9 6 | 12 | 23 8 9 | 480 | 316 3 – |

PORT OF DUNDALK—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for - - - - { Inward pilotage | 316 3 - | By gross amount paid for - - - { Inward pilotage - | 316 3 - |
| { Outward pilotage | 483 18 4 | { Outward pilotage - | 483 18 4 |
| To contributions to superannuation - - | 40 7 10 | By amount paid for superannuations, &c. - | 98 - - |
| To balance paid by Harbour Commissioners | 57 12 2 | | |
| £. | 898 1 4 | £. | 898 1 4 |

5 April 1876. *P. G. M'Loughlin*, Secretary.

# PORT OF GALWAY.

## BYE-LAWS.

— Nil. —

## NAMES of PILOTS.

*See* p. 117 of Parl. Paper, No. 267 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Roadstead to Dock - - - | 107 | 66 6 - | 23 | 14 10 3 | 15 | 18 15 - | 16 | 20 - - | 161* | 119 11 3 |
| (2.)—OUTWARDS. | | | | | | | | | | |
| From Dock to Roadstead - - - | 100 | 61 19 - | 30 | 18 17 3 | 15 | 18 15 - | 16 | 20 - - | 161 | 119 11 3 |

* 43 vessels out of this total of 161 vessels paid pilotage from Arran to Roadstead:—Amount, 160 *l.* 9 *s.* 4 *d.*, which, with this amount, would make Total Pilotage Inwards, 280 *l.* 0 *s.* 7 *d.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for - - - - { Inward pilotage | 119 11 3 | By amount paid to pilots - - - - | 399 11 10 |
| { Outward pilotage | 119 11 3 | | |
| To amount received from Arran Islands to Roadstead - - - - - - - | 160 9 4 | | |
| £. | 399 11 10 | £. | 399 11 10 |

26 January 1876. *R. Stephens*, Secretary.

# PORT OF LIMERICK.

## BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

*See* p. 76 of Parl. Paper, No. 204 of 1874.

## NAMES of PILOTS.

*Western District.*

| | | | |
|---|---|---|---|
| Felix Brennan | aged 51 | Denis O'Keeffe | aged 39 |
| Sinon Griffin | 31 | Patrick M'Namara | 24 |
| Michael Griffin | 70 | Thomas M'Namara | 35 |
| Sinon Scanlan | 31 | John M'Namara | 62 |
| John Milligan | 67 | Michael M'Mahon | 33 |
| Michael Brennan | 27 | Patrick Brennan | 42 |
| Patt Brennan | 24 | Michael Scanlan | 67 |
| Michael Milligan | 25 | James Cahill | 29 |
| Patt O'Brien | 39 | Patrick Cahill | 34 |
| Denis Behan | 50 | James Keating | 39 |
| Denis Cahill | 64 | Stephen Brennan | 54 |
| Patrick Brennan | 41 | Michael Hanrahan | 51 |
| John M'Donnell | 28 | Michael Cahill | 42 |
| Denis Lynch | 54 | Charles M'Donnell | 70 |
| Michael Crotty | 54 | Daniel Behan | 24 |
| Darby O'Keeffe | 65 | Michael Brennan | 26 |

*Limits*:—To pilot vessels into and out of the Port of Limerick, including the River Shannon from Loophead to Limerick.

*Limerick District.*

| | | | |
|---|---|---|---|
| James Sweetland | aged 45 | Michael Murry | aged 53 |
| Martin Purtill | 52 | Sinon Kelly | 55 |
| James Hanrahan | 30 | John Blue | 43 |
| John Hanrahan | 25 | Daniel Sullivan | 56 |
| Michael Fitzmaurice | 58 | Charles Hanrahan | 61 |
| James O'Brien | 41 | Richard Joyce | 44 |
| Thomas Boland | 42 | John Joyce | 32 |
| James Downey | 52 | Mathew Hanrahan | 45 |
| Thomas Mahony | 30 | Patrick Mahony | 60 |
| Michael Hanrahan | 35 | John Magrath | 51 |
| Denis Behan | 31 | John Fitzmaurice | 46 |
| Michael Behan | 28 | Patrick Keays | 70 |
| Michael Reynolds | 51 | Thomas Blackwell | 57 |
| John Martin | 38 | | |

*Limits*:—To pilot vessels into and out of the Port of Limerick, including the River Shannon from Loophead to Limerick.

*Note.*—The Harbour Master, and Deputy Harbour Master, are also licensed to act as pilots.

*For the River Fergus.*

| | | | |
|---|---|---|---|
| James Lillis | aged 42 | John Castelloe | aged 35 |
| Patt Considine | 38 | Patt Kinnone | 27 |
| Denis Culligan | 62 | Thomas Kelly | 57 |

*Limits*:—To pilot vessels into and out of the Port of Limerick, including the River Shannon from Loophead to Limerick.

The pilots are divided into two bodies; one having station for the Western Division at Canigaholt, and the other for the upper division of the river at Cane Island and at Limerick.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

Pilots at this port are not incorporated, and the required return not obtainable. They are merely licensed by the Harbour Commissioners, who have no knowledge of their receipts.

## ACCOUNT of MONIES received in respect of PILOTS or PILOTAGE.

The pilotage funds are managed by the pilots themselves, and do not come into the hands of the Harbour Commissioners.

11 February 1876. *William Carroll*, Secretary.

# PORT OF LONDONDERRY.

## BYE-LAWS.

*See* p. 152 of Parl. Paper, No. 408 of 1867.

PORT OF LONDONDERRY—*continued.*

## NAMES of PILOTS.

| | | |
|---|---|---|
| Hugh O'Donnell - - - aged 55 | Hugh M'Laughlin - - aged 60 | Daniel Gillespie - - - aged 43 |
| George Hutcheson - - - 45 | Neal Gillespie (No. 1) - - - 51 | James Smith - - - - 65 |
| James O'Donnell - - - 50 | Patrick O'Donnell - - - 65 | Michael Loughrey - - - 32 |
| Joseph Mitchell - - - - 40 | Neal Gillespie (No. 2) - - - 50 | John O'Donnell - - - 38 |
| John Gillespie (No. 2) - - 30 | John Smith - - - - - 41 | Francis Gillespie - - - — |
| William Bradley - - - - 55 | John Gillespie (No. 3) - - - 47 | Con. O'Donnell - - - - — |
| Daniel M'Cann - - - - 51 | George Clark - - - - 44 | William Gillespie - - - — |
| Laughlin M'Cann - - - 42 | Daniel M'Carron - - - - 54 | John M'Laughlin - - - 42 |
| John Gillespie (No. 1) - - - 54 | | |

*Supernumerary Pilots.*

| | | |
|---|---|---|
| Thomas M'Candless. | John M'Intyre. | Michael Gillespie. |
| Samuel M'Candless. | Robert Aikin. | Daniel M'Devitt. |
| Hugh M'Gonagle. | Randolph Reilly. | Charles M'Carron. |

## RATES of PILOTAGE.

*See* p. 42 of Parl. Paper, No. 206 of 1870.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | COASTERS. | | | | OVERSEA. | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Londonderry - | 390 | 573 13 10 | 234 | 334 1 3 | 11 | 29 5 4 | 36 | 93 - 8 | - | - - - | - | - - - | 6 | 16 1 3 | 38 | 93 6 10 | 715 | 1,139 9 2 |
| From Sea to Moville - - | 113 | 249 11 9 | - | - - - | 93 | 234 12 - | - | - - - | - | - - - | - | - - - | - | - - - | - | - - - | 206 | 484 3 9 |
| TOTAL - - - | 503 | 823 5 7 | 234 | 334 1 3 | 104 | 263 17 4 | 36 | 93 - 8 | - | - - - | - | - - - | 6 | 16 1 3 | 38 | 93 6 10 | 921 | 1,623 12 11 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Londonderry to Sea - | 584 | 396 8 3 | 55 | 40 12 1 | 17 | 25 11 6 | 15 | 28 3 6 | 9 | 8 15 6 | 8 | 9 8 5 | 14 | 21 18 2 | 13 | 22 9 1 | 715 | 553 6 6 |
| From Moville to Sea - - | 10 | 2 12 6 | - | - - - | - | - - - | - | - - - | - | - - - | - | - - - | - | - - - | - | - - - | 10 | 2 12 6 |
| TOTAL - - - | 594 | 399 - 9 | 55 | 40 12 1 | 17 | 25 11 6 | 15 | 28 3 6 | 9 | 8 15 6 | 8 | 9 8 5 | 14 | 21 18 2 | 13 | 22 9 1 | 725 | 555 19 - |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To amount of fees received from applicants for licenses and certificates - - - - | 32 7 6 | By amount paid for salaries of secretary, clerk, and other officers - - - | 228 19 4 |
| To amount received for fines and forfeitures - | 26 12 6 | By amount paid for or in respect of pilot boats, buoys, &c. - - - - - | 42 11 3 |
| To gross amount received for - - - - - { Inward pilotage - | 1,623 12 11 | By amount paid for pensions or superannuations - - - - - - - | 32 6 - |
| { Outward pilotage - | 555 19 - | By pilotage refunded - - - - | 6 - 3 |
| To amount received from other sources - | 89 2 4 | By amount paid to pilots - - - - | 2,017 17 5 |
| £. | 2,327 14 3 | £. | 2,327 14 3 |

12 May 1876. *A. H. Stewart,* Secretary.

# PORT OF NEW ROSS.

## REGULATIONS,

None beyond those contained in the Harbour Act of 1861.

## RATES of PILOTAGE.

The Rates printed at p. 107 of Parl. Paper, No. 270 of 1862, are still in force.

## NAMES of PILOTS.

| | | | |
|---|---|---|---|
| Thomas Kehae | aged 68 | Michael Allen | aged 31 |
| John Leary | 52 | | |
| Thomas Redmond | 59 | Michael Wheelan | 30 |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Cheekpoint to New Ross - - | 157 | 101 - 3 | 5 | 12 - 9 | 13 | 43 6 3 | 175 | 156 7 3 |

### (2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From New Ross to Cheekpoint - - | 157 | 99 16 3 | 5 | 12 - 9 | 13 | 43 6 3 | 175 | 155 3 3 |

*Note.*—All vessels pay pilotage rates whether towed by steam or not.
No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at Cheekpoint, which is the entrance to the Port of New Ross, inasmuch as same is paid to the Commissioners of the Port and Harbour of Waterford.

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for - - - - - { Inward pilotage - | 156 7 3 | By amount paid for or in respect of pilot boats, buoys, &c. - - - - - | 33 7 - |
| { Outward pilotage - | 155 3 3 | | |
| To amount received for income tax - - | 1 10 10 | By amount paid for pensions or superannuations - - - - - - - | 49 16 8 |
| To balance due - - - - - - | 50 8 3 | By amount paid pilots - - - - | 272 10 - |
| | | By per-centage to rate collector - - | 7 15 11 |
| £. | 363 9 7 | £. | 363 9 7 |

28 January 1876.

*James Kearns*, Secretary.

# PORT OF NEWRY.

## BYE-LAWS.

*See* 10 Geo. 4, c. 126, sects. 135, 136, 137, 138, and 139.

## RATES of PILOTAGE.

*See* p. 80 of Parl. Paper, No. 204 of 1874.

## NAMES of PILOTS.

*Names of Bar Pilots.*

| | |
|---|---|
| Edward Morgan | aged 62 |
| Pat. Rogers | 59 |
| Edward George | 66 |
| William Magennis | 62 |
| William Cunningham | 58 |
| Robert Dowdall | 32 |
| John M'Avir | 48 |
| William M'Bride | 55 |

*Names of Bar Pilots*—continued.

| | |
|---|---|
| Henry Townley | aged 42 |
| Robert Miller | 42 |
| Donald Campbell | 49 |

*Names of River Pilots.*

| | |
|---|---|
| John Toombs | 65 |
| Patrick Cassidy | 62 |
| John Parks | 62 |

*Names of River Pilots*—continued.

| | |
|---|---|
| John Carvill | aged 56 |
| John M'Ateer | 41 |
| Alexander Irwin | 36 |
| Christopher Toombs | 32 |
| Robert Toombs | 32 |
| Ross Parks | 32 |
| Charles Bailey | 35 |
| Michael Carvill | 43 |

Names of Apprentices.—None.

## AMOUNT received for Pilotage of Vessels in 1875.

The information required in this Return cannot be furnished, as no part of the pilotage is collected in this office. It is received by the pilots themselves, who are scattered over a large district of coast. The Act does not render it imperative on all vessels to take pilots; numbers, particularly traders, do not do so. The pilots are, moreover, engaged in other occupations, except when their services are required in their capacity of pilots, which occurs at very irregular periods. Steamers usually have a pilot specially appointed to them; either the master or one of the crew.

20 January 1876. *R. A. Plunkett*, Secretary.

# PORT OF SLIGO.

## BYE-LAWS.

No alteration.

## NAMES of PILOTS.

| | |
|---|---|
| Pat. Caraway | aged 44 |
| James Caraway | 60 |
| F. Herarty | 66 |
| Bartley Hewt | 45 |
| John Gerarty | 30 |
| Michael McLoghlen | aged 36 |
| Michael Conway, sen. | 71 |
| Michael Conway, jun. | 49 |
| Michael Gillon | 63 |
| William Gillon | 52 |
| John Bruen, sen. | aged 52 |
| John Bruen, jun. | 45 |
| Pat. Bruen | 68 |
| Pat. Gillon | 62 |

## RATES of PILOTAGE.

| | s. | d. | |
|---|---|---|---|
| From Wheaten Rock to Quay, from 1st October to 1st April | 3 | – | per foot. |
| From Wheaten Rock to Quay, from 1st April to 1st October | 2 | 6 | „ |
| From Quay to Sea, from 1st September to 1st April | 2 | 6 | „ |
| From Quay to Sea, from 1st April to 1st September | 2 | – | „ |

PORT OF SLIGO—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Quays - - - - - | 368 | 294 7 6 | 24 | 40 10 - | 18 | 48 6 - | 410 | 383 3 6 |

(2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Quays to Sea - - - - - | 368 | 170 5 6 | 24 | 28 1 - | 18 | 35 6 - | 410 | 233 12 6 |

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for - - - - - Inward pilotage | 383 3 6 | By amount paid for salaries of secretary, clerk, and other officers - - - - | 20 - 10 |
| Outward pilotage | 233 12 6 | By amount paid for pensions or superannuations - - - - - - - | 60 - - |
| | | By amount paid to widows of pilots - - - | 20 - - |
| | | By balance paid to pilots - - - - | 516 15 2 |
| £. | 616 16 - | £. | 616 16 - |

*Note.*—The Harbour Commissioners pay pilot masters and rent of watchhouses out of other Harbour funds, and the amounts are not deducted from pilotage payments.

14 April 1876. *Moses Mond*, Secretary.

## PORT OF TRALEE.

No Return furnished.

## PORT OF WATERFORD.

EXTRACT from BYE-LAWS and RATES of PILOTAGE issued by the Harbour Commissioners on 5th September 1870.

*See* p. 71 of Parl. Paper, No. 178 of 1871.

NAMES of PILOTS.

| | | |
|---|---|---|
| John Murray - - - aged 79 | Patrick Barry - - - aged 53 | Isaac Ryan - - - aged 35 |
| Thomas Kelly - - - - 72 | James Barry - - - - 46 | Patrick Rogers - - - - 36 |
| Edward Rogers - - - - 61 | Thomas Baston - - - - 67 | John Glody - - - - 34 |
| Patrick Kelly - - - - 66 | John Robinson - - - - 49 | John Kennedy - - - - 34 |
| Thomas Henry - - - - 58 | Robert Butler - - - - 61 | John Rogers - - - - 34 |
| William Walsh - - - - 58 | John Diggins - - - - 62 | Oswald Robinson - - - 51 |
| Thomas Power - - - - 57 | Thomas Glody - - - - 61 | John Donnelly - - - - 34 |
| Edward Kelly - - - - 56 | John Mackey - - - - 48 | Maurice Butler - - - - 23 |
| James Baston - - - - 63 | Patrick Power - - - - 46 | Thomas Fitzgerald - - - 23 |
| John Fowler - - - - 53 | Edward Delaney - - - 51 | |

PORT OF WATERFORD—*continued.*

## RATES of PILOTAGE.

| | Above Creden Head, and not further than Passage. | Cheekpoint or Glasshouse Reach, and no further | Above Glasshouse, and to Waterford. |
|---|---|---|---|
| Outside Station | 1⅝ *d.* p'ton | 2¼ *d.* p'ton. | 3¼ *d.* p'ton. |
| Inside Station | 1½ *d.* p'ton | 2 *d.* p'ton. | 3 *d.* p'ton. |
| Maximum | 7 *l.* 10 *s.* | 9 *l.* 13 *s.* 4 *d.* | 15 *l.* |

| OUTWARD PILOTAGE. | Ballasted at Office. | If not Ballasted. | To Sea. |
|---|---|---|---|
| Waterford to Passage | 1¼ *d.* p'ton | 1¾ *d.* p'ton. | — |
| Cheekpoint or Passage to Sea | — | — | 1 *d.* p'ton. |
| Maximum.—Waterford to Passage | 3 *l.* 10 *s.* | 4 *l.* 10 *s.* | — |
| Cheekpoint or Passage to Sea | — | — | 3 *l.* |

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. No. | BRITISH VESSELS. COASTERS. Amount. | BRITISH VESSELS. OVERSEA. No. | BRITISH VESSELS. OVERSEA. Amount. | FOREIGN VESSELS. No. | FOREIGN VESSELS. Amount. | TOTALS. No. | TOTALS. Amount. |
|---|---|---|---|---|---|---|---|---|
| | | £. *s.* *d.* | | £. *s.* *d.* | | £. *s.* *d.* | | £. *s.* *d.* |
| From Great Newtown Head to Passage East | 1 | 1 9 – | 5 | 16 18 3 | 3 | 12 13 2 | 9 | 31 – 5 |
| From Newtown Head to Cheekpoint or Glasshouse. | 2 | 1 9 4 | 2 | 9 19 6 | 8 | 36 17 5 | 12 | 48 6 3 |
| From Great Newtown Head to Waterford | – | – | 28 | 263 16 2 | 56 | 355 18 10 | 84 | 619 15 – |
| From Hook Tower to Passage East | 58 | 60 – 4 | 7 | 17 – – | 12 | 25 19 9 | 77 | 103 – 1 |
| From Hook Tower to Cheekpoint or Glasshouse. | 153 | 130 11 11 | – | – | 3 | 5 10 11 | 156 | 136 2 10 |
| From Hook Tower to Waterford | 768 | 923 4 1 | 26 | 146 19 6 | 30 | 149 9 1 | 824 | 1,219 12 8 |
| From Passage East to Waterford | 25 | 13 1 5 | 1 | 2 – 3 | 2 | 1 12 6 | 28 | 16 14 2 |
| TOTAL | 1,007 | 1,129 16 1 | 69 | 456 13 8 | 114 | 588 1 8 | 1,190 | 2,174 11 5 |

### (2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Waterford to Passage East | 743 | 493 6 11 | – | – | 1 | 3 15 6 | 744 | 497 2 5 |
| From Waterford to Sea | 51 | 272 12 3 | 23 | 62 10 10 | 82 | 345 12 2 | 156 | 682 15 3 |
| From Cheekpoint or Passage to Sea | 37 | 40 12 1 | 11 | 18 9 8 | 18 | 30 10 5 | 66 | 89 12 2 |
| TOTAL | 831 | 808 11 3 | 34 | 81 – 6 | 101 | 379 18 1 | 966 | 1,269 9 10 |

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. *s.* *d.* | *Cr.* | £. *s.* *d.* |
|---|---|---|---|
| To gross amount received for { Inward pilotage | 2,174 11 5 | By amount due, general expenditure | 2,064 7 5 |
| { Outward pilotage | 1,269 9 10 | By amount paid for salaries of secretary, clerk, and other officers, and proportion of expenses in Waterford | 464 15 4 |
| To balance due, general revenue | 2,835 4 1 | By amount paid for rent of offices, &c. | 30 – – |
| | | By amount paid for or in respect of pilot boats, buoys, &c. | 736 14 9 |
| | | By amount paid for pensions or superannuations | 418 18 – |
| | | By amount paid pilots | 2,509 4 6 |
| | | By incidentals | 25 5 4 |
| | | By subscriptions to life boats | 30 – – |
| £. | 6,279 5 4 | £. | 6,279 5 4 |

27 April 1876.

*Hugh N. Nevins*, Secretary.

# PORT OF WESTPORT.

## BYE-LAWS.

—Nil.—

## NAMES of PILOTS.

*See* p. 124 of Parl. Paper, No. 276 of 1875.

## RATES of PILOTAGE.

The Rates printed at p. 272 of Parl. Paper, No. 516 of 1855, are still in force.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From the Lighthouse at Inishgort to any place within the Harbour of Westport. | 33 | 32 4 9 | 26 | 29 4 – | 8 | 13 17 6 | 11 | 28 7 – | 78 | 103 13 3 |

### (2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From any place within the Harbour of Westport to the Lighthouse at Inishgort. | 33 | 32 4 9 | 26 | 29 4 – | 8 | 13 17 6 | 11 | 28 7 – | 78 | 103 13 3 |

*Note.*—No scale of rates according to distance.

## ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|---|
| To gross amount received for - - - - - | Inward pilotage | 103 13 3 | By amount paid for salaries of pilots - - | 186 11 10 |
| | Outward pilutage | 103 13 3 | By 10 per cent. deducted from the gross amount of pilotage received, carried to the credit of the Harbour Commissioners - | 20 14 8 |
| | £. | 207 6 6 | £. | 207 6 6 |

12 January 1876.

*John Reed*, Secretary.

# PORT OF WEXFORD.

## BYE-LAWS.

No alteration.

## NAMES of PILOTS.

| | | |
|---|---|---|
| Patrick Cogley, Pilot Master, aged 51 | Martin Furlong - - - aged 38 | Mark Devereux, Harbour Pilot Master - - - } aged 75 |
| Joseph Philips - - - - 55 | Michael Blake - - - - 40 | Stephen Larkin - - - - 66 |
| Nicholas Saunders - - - 52 | Moses Murphy - - - - 38 | Patrick Rooney - - - - 72 |
| Robert Blake - - - - 55 | John M'Grath - - - - 39 | Nicholas Devereux - - - 56 |
| William Carley - - - - 53 | Richard Gaul - - - - 34 | Martin Breen - - - - 58 |
| Michael Brady - - - - 38 | Laurence Neil - - - - 35 | |

## RATES of PILOTAGE.

*See* p. 85 of Parl. Paper, No. 204 of 1874.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | | £. s. d. |
| From Bay to Quay - - - | 321 | 290 16 7 | 420 | 336 6 4 | 15 | 42 6 9 | - - Nil - - | 756 | 669 9 8 |

### (2.)—OUTWARDS.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| From Quay to Bay - - - | 630 | 307 3 2 | 111 | 85 - 4 | 15 | 28 5 3 | - - Nil - - | 756 | 420 8 9 |

## ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

| *Dr.* | £. s. d. | *Cr.* | £. s. d. |
|---|---|---|---|
| To gross amount received for - - - - { Inward pilotage | 669 9 8 | By amount paid for salaries of secretary, clerk, and other officers - - - - | 27 19 11 |
| { Outward pilotage | 420 8 9 | By amount paid for rent of offices, &c. - | - 10 - |
| To balance carried to next account - - | 246 1 3 | By amount paid for or in respect of pilot boats, buoys, &c. - - - - - - | 1,045 12 7 |
| | | By amount paid for pensions or superannuations - - - - - - - - | 20 - - |
| | | By balance from last account - - - | 241 17 2 |
| £. | 1,335 19 8 | £. | 1,335 19 8 |

14 February 1876.

*Jasp. W. Walsh*, Secretary.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of Sect. 337

### RECEIPT.

| | £. s. d. | £. s. d. |
|---|---|---|
| Dividends: | | |
| One year's dividend on 94,773 *l.* 9 *s.* 7 *d.* capital, New 3 per Cent. Annuities - | - - - | 2,843 4 - |
| Dues and Rates: | | |
| Amount received on annual renewal of licenses to pilots in districts not under the superintendence of Sub-Commissioners - - - - - - - - - | 1,202 3 2 | |
| Poundage on pilots' earnings collected at London and the Outports - - - | 3,999 14 6 | |
| Dues on turns of pilotage paid by pilots at the Cinque Ports - - - - | 561 - - | |
| | | 5,762 17 8 |
| Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853 - - - - - - - - - - - - - | - - - | 351 - - |
| Miscellaneous: | | |
| Amount of balances proceeding from the receipt and payment of pilotage of foreign vessels in the Port of London - - - - - - - - - - - | 501 13 6 | |
| Balance of fees received on the issue and renewal of pilotage certificates, and on grant of new licenses and extended qualifications for the Port of London and Channels leading thereto, and at the Outports, after deducting charges - - | 651 - - | |
| Balance of fees on choice letters and fines - - - - - - - - - | 182 19 4 | |
| | | 1,335 12 10 |
| TOTAL REVENUE - - - - - - - - - £. | | 10,292 14 6 |
| Deficiency carried to next Account - - - - | | 1,578 4 6 |
| TOTAL - - - £. | | 11,870 19 - |

Trinity House, London, E.C.,
12 August 1876.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

of the *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31st December 1875.

of the Act 17 & 18 Vict. c. 104.)

### EXPENDITURE.

| | £. s. d. | £ s. d. |
|---|---|---|
| Expenses of carrying the Act into execution: | | |
| Salaries and allowances to officers in London and at the Cinque Ports - - | 2,184 5 – | |
| Stationery, stamps, printing, inspecting and incidental expenses, and law charges | 337 15 9 | 2,522 – 9 |
| Pensions and Allowances: | | |
| To superannuated pilots, their wives, widows, and children, and occasional relief to same during the year, at London and the Outports - - - - - - | 4,308 6 8 | |
| To ditto at the Cinque Ports, including superannuation allowance to Mr. James Sandford, late clerk at Dover - - - - - - - - - - - | 1,273 5 8 | 5,581 12 4 |
| Almshouse Establishment: | | |
| Pensions and allowances to superannuated pilots, their wives or widows, inhabiting twelve almshouses at Mile End - - - - - - - - - - - | 390 16 10 | |
| Cost of repair and maintenance of the said houses - - - - - - - | 49 11 1 | 440 7 11 |
| Pilot Stations: | | |
| Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet - - - - | | 243 15 9 |
| Payments made under the Act 35 & 36 Vict. c. 73, s. 10 - - - - - - - - - - | | 572 – – |
| TOTAL EXPENDITURE - - - - - - - - £. | | 9,359 16 9 |
| Deficiency brought from last Account - - - | | 2,511 2 3 |
| TOTAL - - - - £. | | 11,870 19 – |

*John Allen*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

# LONDON DISTRICT.

## BYE-LAWS, ORDERS, REGULATIONS, &c.

*See* p. 80 of Parl. Paper, No. 260 of 1872.

## NAMES of PILOTS.

*See* p. 81 of Parl. Paper, No. 260 of 1872.

Omit the names of—

| | | | |
|---|---|---|---|
| J. T. Groves. | S. Wane. | D. Gray. | R. B. Posgate. |
| T. Jones. | R. Larkins. | J. Henderson. | S. West. |
| C. Thompson. | J. W. Usher. | R. D. Hollingum. | S. J. Phillipps. |
| B. Sackett. | W. Fuller. | J. W. Hobson. | J. Wood. |

Add the names of—

| | | |
|---|---|---|
| F. Cook - - - | aged 33 | *Limits of License :*—From Sizewell Bank Buoy up the North Channel to Gravesend, and into and out of Harwich Harbour. |
| F. J. Tansley - - - | 29 | |
| J. J. Humphreys - | aged 29 | *Limits of License :*—From Gravesend down the River Thames and the North Channel to Orfordness, and into and out of Harwich Harbour. |
| T. T. Hogg - - - - | 34 | |
| J. E. Core - - - - | 32 | |
| T. B. Hawksfield - | aged 31 | *Limits of License :*—From Dungeness up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and *vice versâ*, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours. |
| W. Adams - - - - | 33 | |
| E. W. Burden - - - | 33 | |
| C. Norris - - - - | 31 | |
| G. W. Finnis - - - | 29 | |
| D. T. Rigden - - | 28 | |
| W. T. Brown - - | aged 33 | *Limits of License :*—From Gravesend down the River Thames and South Channels to Dungeness, and *vice versâ*, and round the Long Sand Head into the Downs; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into and out of Ramsgate Harbour, and from Gravesend down the River Thames and North Channel to Orfordness, and into and out of Harwich Harbour. |
| J. W. Cocker - - - | 34 | |
| G. Sandford - - - | 29 | |
| S. H. Daines - - - | 33 | |
| W. Mulley - - - - | 33 | |
| E. P. Fisher - - - | 32 | |

AMOUNT received for PILOTAGE of VESSELS - - - - - - - -

(1.)—INWARDS. - - - - - - - - - -

| DISTANCES FOR WHICH PILOTED. | BRITISH VESSELS. | | | | | |
|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | |
| | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea, Downs, &c. to Gravesend | – | – | 9 | 45 7 8 | 56 | 408 13 6 |
| From Sea, Downs, &c. to Sheerness | – | – | – | – | – | – |
| From Sea, Downs, &c. to Nore | – | – | – | – | 1 | 6 18 – |
| From Sea, Downs, &c. to Eastness | – | – | – | – | – | – |
| From Southwold to Nore | – | – | – | – | – | – |
| From Southwold to Sheerness | – | – | – | – | – | – |
| From Southwold to Gravesend | – | – | – | – | 1 | 9 13 6 |
| From Southwold to Eastness | – | – | – | – | – | – |
| From Southwold to Harwich | – | – | – | – | 1 | 4 13 – |
| From Dungeness to Sheerness | – | – | – | – | 1 | 9 11 6 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## LONDON DISTRICT.

NAMES OF PILOTS—*continued.*

Add the names of—

E. J. Denton - - aged 31
E. Williams - - - 30

*Limits of License*: — From London Bridge down the River Thames to Gravesend, and *vice versâ*.

| | | |
|---|---|---|
| W. Griggs - aged 28 | B. West - - aged 55 | F. J. Waterson aged 24 |
| J. H. Henderson - 27 | J. R. Wood - - 26 | F. Payne - - 64 |
| W. C. Hone - - 50 | J. C. Sinclair - - 29 | B. T. Huntingford - 50 |
| J. Lukes - - 32 | T. Smith - - - 30 | G. Batch - - 30 |
| H. Sims - - 50 | T. H. Matthews - 54 | R. C. Beaver - - 33 |
| J. Cobb - - 54 | J. G. Osgood - - 33 | T. A. Raine - - 26 |
| T. Goddard - - 54 | T. Squire - - 40 | W. Wheeler - - 39 |
| E. W. Jury - - 25 | J. J. Warner - - 48 | W. Wiseman - - 41 |
| J. J. Holland - - 29 | W. J. Savage - - 31 | T. J. Hudson - - 41 |
| J. G. Lowrey - 27 | A. Read - - - 32 | R. J. Tadhunter - 28 |
| J. J. Oates - - 31 | C. Dix - - - 51 | C. P. Mee - - 41 |
| G. R. Stanley - 29 | R. H. Walker - - 27 | A. Jones - - 32 |
| G. Anderson - - 47 | J. Richbell - - 54 | G. M. Nixon - - 38 |
| T. W. Facey - - 53 | W. J. Young - - 38 | W. White - - 32 |
| W. T. Martin - 26 | A. W. Harvey - 32 | W. J. White - - 57 |
| R. H. Pope - - 37 | E. J. Cock - - 43 | S. G. Nevill - - 52 |
| H. Smith - - 24 | R. Cock - - - 33 | W. E. Blackwell - 49 |
| W. J. Smith - - 53 | E. J. Stafford - - 52 | R. Deal - - - 39 |

*Limits of License*: — For the navigation between London Bridge and Gravesend (for exempted vessels only).

## RATES of PILOTAGE.

*See* p. 7 of Parl. Paper, No. 408 of 1867.

- - - - - - - - Into and Out of the Port of *London*, in 1875.

- - - - - - - - - - (1.)—INWARDS.

| - - BRITISH VESSELS. - - OVERSEA. | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|
| Towed by Steam. | | | | Not Towed by Steam. | | Towed by Steam. | | | |
| No. | Amount. | | | No. | Amount. | No. | Amount. | No. | Amount. |
| | £. | s. | d. | | £. s. d. | | £. s. d. | | £. s. d. |
| 198 | 1,669 | 15 | 4 | 456 | 4,393 18 5 | 423 | 3,308 14 - | 1,142 | 9,826 8 11 |
| 2 | 12 | 15 | 6 | 8 | 53 16 6 | 5 | 30 16 6 | 15 | 97 8 6 |
| 1 | 3 | 9 | - | 19 | 103 1 - | 28 | 105 - 8 | 49 | 218 8 8 |
| - - | - | - | - | 3 | 9 18 - | - | - - - | 3 | 9 18 - |
| - - | - | - | - | 9 | 69 9 6 | - | - - - | 9 | 69 9 6 |
| - - | - | - | - | 1 | 6 15 6 | - | - - - | 1 | 6 15 6 |
| 6 | 60 | 14 | 2 | 164 | 1,979 14 6 | 107 | 1,037 16 8 | 278 | 3,087 18 10 |
| - - | - | - | - | 4 | 26 8 - | - | - - - | 4 | 26 8 - |
| - - | - | - | - | 6 | 31 14 - | 1 | 5 - 9 | 8 | 41 7 9 |
| 5 | 54 | 2 | - | - | - - - | 1 | 7 2 3 | 7 | 70 15 9 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—LONDON DISTRICT—*continued.*

(1.)—INWARDS—*continued.*

| DISTANCES FOR WHICH PILOTED. | BRITISH VESSELS. | | | | | |
|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | |
| | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. |
| From Dungeness to Gravesend | – | – | 7 | 75 1 – | 176 | 1,675 5 – |
| From Lowestoft to Sheerness | – | – | – | – | – | – |
| From Lewestoft to Nore | – | – | – | – | – | – |
| From Lowestoft to Harwich | – | – | – | – | 1 | 6 3 – |
| From Lowestoft to Eastness | – | – | – | – | – | – |
| From Dover to Gravesend | – | – | – | – | 25 | 205 14 – |
| From Dover to Sheerness | – | – | – | – | – | – |
| From Smith's Knowl, &c. to Gravesend | – | – | – | – | – | – |
| From Nore to Gravesend | – | – | 1 | 3 4 3 | 1 | 4 – – |
| From Plymouth to Gravesend | – | – | – | – | – | – |
| From Isle of Wight to Gravesend | – | – | – | – | – | – |
| Into and out of Dover Harbour | – | – | – | – | 1 | 3 10 – |
| Into and out of Ramsgate Harbour | – | – | – | – | – | – |
| From Gravesend to London | 44 | 60 1 – | 3,851 | 5,273 18 2 | 88 | 194 12 3 |
| From Gravesend to Blackwall | 12 | 16 19 – | 708 | 1,246 6 9 | 29 | 57 13 6 |
| From Gravesend to Northfleet | 1 | 1 – – | 2 | 3 6 6 | 2 | 4 5 6 |
| From Gravesend to Erith | 4 | 4 – – | 55 | 50 12 6 | – | – |
| From Northfleet to London | 9 | 9 – – | 7 | 8 16 6 | 3 | 5 1 6 |
| From Northfleet to Blackwall | 1 | 1 – – | 3 | 7 12 6 | – | – |
| From Blackwall to London | 122 | 71 18 6 | 44 | 45 6 6 | 4 | 3 10 – |
| From Erith to London | 42 | 38 – – | 17 | 10 6 – | – | – |
| From Erith to Blackwall | 3 | 2 – – | 1 | 1 10 – | 2 | 2 2 6 |
| Lay Days, Docking, &c. | 868 | 532 6 6 | 803 | 850 16 – | 84 | 71 11 3 |
| Distance Money | – | – | – | – | 5 | 11 4 – |
| Shipping Money: | | | | | | |
| | Ships. | £. s. d. | | | | |
| British Coasters | 7 | 17 5 – | – | — | – | — |
| British Oversea | 2,734 | 5,961 9 – | | | | |
| Foreign Oversea | 2,561 | 4,689 11 – | | | | |
| | 5,302 | 10,668 5 – | | | | |
| TOTAL | – | 736 5 – | – | 7,622 4 4 | – | 2,684 2 – |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—LONDON DISTRICT—*continued.*

(1.)—INWARDS—*continued.*

| BRITISH VESSELS. OVERSEA. Towed by Steam. | | FOREIGN VESSELS. Not Towed by Steam. | | FOREIGN VESSELS. Towed by Steam. | | TOTALS. | |
|---|---|---|---|---|---|---|---|
| No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| 2,123 | 24,570 12 5 | 90 | 1,035 7 9 | 809 | 9,361 5 7 | 3,205 | 36,717 11 9 |
| - - | - - - | 4 | 35 6 6 | 2 | 15 16 2 | 6 | 51 2 8 |
| 1 | 7 18 3 | 11 | 91 13 - | 1 | 7 10 - | 13 | 107 1 3 |
| - - | - - - | 11 | 73 18 - | 2 | 8 4 3 | 14 | 88 5 3 |
| - | - - - | 1 | 9 12 - | - | - - - | 1 | 9 12 - |
| 171 | 1,754 11 6 | 8 | 69 4 2 | 61 | 616 10 6 | 265 | 2,646 - 2 |
| - - | - - - | - | - - - | 1 | 11 10 3 | 1 | 11 10 3 |
| - - | - - - | 7 | 98 1 9 | 4 | 54 2 9 | 11 | 152 4 6 |
| 4 | 17 9 6 | 7 | 26 17 - | 2 | 8 14 9 | 15 | 60 5 6 |
| 4 | 62 2 9 | - | - - - | - | - - - | 4 | 62 2 9 |
| 53 | 1,177 13 7 | - | - - - | - | - - - | 53 | 1,177 13 7 |
| 2 | 4 17 6 | 1 | 4 - - | 1 | 4 2 6 | 5 | 16 10 - |
| - - | - - - | 2 | 6 10 - | - | - - - | 2 | 6 10 - |
| 2,874 | 7,824 - 1 | 204 | 586 7 6 | 2,315 | 7,748 16 4 | 9,376 | 21,687 15 4 |
| 1,002 | 3,412 19 6 | 113 | 228 11 9 | 383 | 1,099 8 9 | 2,247 | 6,061 19 3 |
| 11 | 43 6 9 | 14 | 21 19 - | 11 | 26 12 3 | 41 | 100 10 - |
| - - | - - - | 2 | 5 1 - | - | - - - | 61 | 59 13 6 |
| 4 | 24 9 6 | 3 | 10 15 6 | 7 | 27 18 9 | 33 | 86 1 9 |
| 2 | 13 1 - | - | - - - | 1 | 7 17 6 | 7 | 29 11 - |
| 9 | 11 16 - | 3 | 3 10 - | 16 | 20 7 - | 198 | 156 8 - |
| - - | - - - | - | - - - | 4 | 3 15 - | 63 | 52 1 - |
| - - | - - - | - | - - - | - | - - - | 6 | 5 12 6 |
| 254 | 381 15 3 | 128 | 129 - 6 | 355 | 447 2 - | 2,492 | 2,412 11 6 |
| 2 | 7 14 1 | 8 | 22 16 - | 2 | 4 6 - | 17 | 46 - 1 |
| — | — | | — | - | — | - | — |
| - - | 41,115 3 8 | - | 9,133 6 10 | - | 23,968 11 2 | - | 85,259 13 - |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—LONDON DISTRICT—*continued.*

(2.)—OUTWARDS.

| DISTANCES FOR WHICH PILOTED. | BRITISH VESSELS. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | | |
| | | £. s. d. | | £. s. d. | | £. s. d. | | |
| From Gravesend to Downs, &c. | – | – – – | 125 | 773 4 11 | 314 | 2,308 | 7 | 1 |
| From Gravesend to Dover | – | – – – | 60 | 530 6 7 | 7 | 73 | 15 | 6 |
| From Gravesend to Dungeness | – | – – – | – | – – – | 1 | 10 | 9 | – |
| From Gravesend to Isle of Wight | – | – – – | – | – – – | 3 | 47 | 1 | 5 |
| From Gravesend to Portland | – | – – – | – | – – – | – | – | – | – |
| From Gravesend to Start | – | – – – | – | – – – | – | – | – | – |
| From Gravesend to Plymouth | – | – – – | – | – – – | – | – | – | – |
| From Gravesend to Newhaven | – | – – – | – | – – – | – | – | – | – |
| From Gravesend to Lowestoft | – | – – – | – | – – – | 1 | 11 | 6 | – |
| From Gravesend to Nore | – | – – – | 1 | 3 1 – | – | – | – | – |
| From Gravesend to Sheerness | – | – – – | – | – – – | – | – | – | – |
| From London to Downs, &c. | – | – – – | 3 | 21 18 2 | 1 | 12 | 4 | – |
| From London to Dover | – | – – – | 1 | 12 3 9 | – | – | – | – |
| From London to Dungeness | – | – – – | – | – – – | – | – | – | – |
| From London to Isle of Wight | – | – – – | – | – – – | – | – | – | – |
| From London to Start | – | – – – | – | – – – | – | – | – | – |
| From London to Nore | – | – – – | – | – – – | – | – | – | – |
| From Blackwall to Downs, &c. | – | – – – | 4 | 31 3 10 | – | – | – | – |
| From Blackwall to Dover | – | – – – | 13 | 135 7 4 | – | – | – | – |
| From Blackwall to Beachy | – | – – – | – | – – – | – | – | – | – |
| From Blackwall to Isle of Wight | – | – – – | – | – – – | – | – | – | – |
| From Northfleet to Downs, &c. | – | – – – | – | – – – | – | – | – | – |
| From Nore to Downs, &c. | – | – – – | – | – – – | 2 | 6 | 18 | – |
| From London to Gravesend | 163 | 205 16 3 | 4,262 | 5,670 1 6 | 126 | 221 | 15 | 9 |
| From Blackwall to Gravesend | 54 | 71 7 6 | 689 | 1,035 18 7 | 47 | 70 | 17 | – |
| From Northfleet to Gravesend | 3 | 5 – – | 12 | 23 7 3 | 11 | 16 | 14 | 9 |
| From Blackwall to Northfleet | 13 | 13 11 – | 17 | 29 2 3 | 4 | 5 | 5 | – |
| From London to Northfleet | 132 | 136 14 – | 89 | 102 15 8 | 11 | 11 | 6 | – |
| From Erith to Gravesend | 7 | 7 10 – | 28 | 30 2 6 | 35 | 56 | 19 | 3 |
| From London to Blackwall | 127 | 74 9 6 | 43 | 44 8 3 | 3 | 3 | 5 | – |
| From London to Erith | 101 | 98 6 6 | 32 | 30 5 – | 10 | 9 | 6 | – |
| From Blackwall to Erith | 8 | 6 6 – | 9 | 9 13 – | 8 | 6 | 5 | – |
| TOTAL | – | 619 – 9 | – | 8,482 19 7 | – | 2,871 | 14 | 9 |

*Note.*—In this Return the number of Vessels (both Inwards and Outwards) has not been totalled, because in very many instances Pilotage

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—LONDON DISTRICT—*continued.*

(2.)—OUTWARDS.

| BRITISH VESSELS. OVERSEA. Towed by Steam. | | FOREIGN VESSELS. Not Towed by Steam. | | FOREIGN VESSELS. Towed by Steam. | | TOTALS. | |
|---|---|---|---|---|---|---|---|
| No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| 833 | 7,051 14 8 | 983 | 7,196 15 3 | 628 | 4,232 2 6 | 2,883 | 21,562 4 5 |
| 151 | 1,815 8 6 | 26 | 208 8 – | 115 | 1,141 4 10 | 359 | 3,769 3 5 |
| 18 | 302 11 9 | 8 | 85 9 6 | 6 | 60 15 10 | 33 | 459 6 1 |
| 55 | 1,143 1 4 | 4 | 97 5 – | 27 | 644 13 10 | 89 | 1,932 1 7 |
| 4 | 134 4 5 | – | – – – | – | – – – | 4 | 134 4 5 |
| 4 | 82 1 3 | – | – – – | – | – – – | 4 | 82 1 3 |
| 13 | 448 4 2 | – | – – – | – | – – – | 13 | 448 4 2 |
| 5 | 80 16 4 | – | – – – | 2 | 36 – – | 7 | 116 16 4 |
| – – | – – – | – | – – – | – | – – – | 1 | 11 6 – |
| – – | – – – | – | – – – | 2 | 7 17 6 | 3 | 10 18 6 |
| – – | 3 18 6 | – | – – – | – | – – – | 1 | 3 18 6 |
| 295 | 3,436 5 11 | 40 | 398 17 3 | 67 | 598 15 5 | 406 | 4,468 – 9 |
| 22 | 355 – 7 | – | – – – | 6 | 70 14 – | 29 | 437 18 4 |
| 1 | 12 13 10 | – | – – – | – | – – – | 1 | 12 13 10 |
| 23 | 582 8 7 | – | – – – | 2 | 30 9 8 | 25 | 612 18 3 |
| 2 | 71 9 8 | – | – – – | – | – – – | 2 | 71 9 8 |
| 1 | 6 – 11 | – | – – – | – | – – – | 1 | 6 – 11 |
| 268 | 2,872 18 2 | 4 | 36 7 – | 17 | 163 12 – | 293 | 3,104 1 – |
| 23 | 345 2 11 | 1 | 8 9 – | 18 | 315 17 4 | 55 | 804 16 7 |
| 1 | 22 10 8 | – | – – – | – | – – – | 1 | 22 10 8 |
| 77 | 1,868 6 1 | – | – – – | 1 | 8 6 6 | 78 | 1,876 12 7 |
| 4 | 74 – 6 | 2 | 16 4 – | 1 | 9 6 – | 7 | 99 10 6 |
| – – | – – – | – | – – – | 28 | 97 4 4 | 30 | 104 2 4 |
| 1,849 | 3,804 14 5 | 278 | 723 5 9 | 1,623 | 3,792 1 3 | 8,301 | 14,417 14 11 |
| 500 | 1,380 2 6 | 123 | 245 9 6 | 179 | 453 – – | 1,592 | 3,256 15 1 |
| 15 | 46 7 9 | 29 | 45 14 6 | 11 | 20 18 9 | 81 | 158 3 – |
| 8 | 27 14 – | 5 | 5 9 – | 12 | 25 6 6 | 59 | 106 7 9 |
| 40 | 79 12 5 | 17 | 20 12 – | 52 | 81 2 5 | 341 | 432 2 6 |
| 9 | 11 6 6 | 100 | 175 8 3 | 7 | 12 5 6 | 186 | 293 12 – |
| 11 | 19 4 3 | 14 | 9 17 6 | 11 | 12 11 9 | 209 | 163 16 3 |
| 42 | 49 4 6 | 20 | 20 18 – | 116 | 134 13 6 | 321 | 342 13 6 |
| 6 | 6 1 – | 7 | 6 7 – | 13 | 12 14 – | 51 | 47 6 – |
| – – | 26,133 6 1 | – | 9,300 16 6 | – | 11,961 13 5 | – | 59,369 11 1 |

Service has been rendered to the same Vessel for more than one of the Distances specified and provided for in the Scale of Rates.

# OUTPORT DISTRICTS.

*General Remarks*, &c.—In the following classified Returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vessels has not, in all cases, been totalled, because in many instances Pilotage Services has been rendered to the same Vessel for more than one of the Distances specified and provided for in the Scale of Rates.

## ABERDOVEY.

### NAMES of PILOTS.

*See* p. 84 of Parl. Paper, No. 178 of 1871.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 10 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for Pilotage of Vessels in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | Not Towed by Steam. | | Towed by Steam. | | | | | | | | | |
| | No. | Amount. | No. | Amount. | | | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour - - | 63 | 28 - - | 3 | 2 8 6 | - | nil - | 3 | 6 - - | 3 | 15 15 - | 72 | 52 3 6 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Sea - - | 60 | 33 7 6 | 3 | 2 6 - | - | nil - | 4 | 6 12 - | 2 | 4 10 - | 69 | 46 15 6 |

## BEAUMARIS.

### NAMES of PILOTS.

*See* p. 10 of Parl. Paper, No. 276 of 1875.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 11 of Parl. Paper, No. 264 of 1863.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BEAUMARIS—*continued.*

### AMOUNT received for PILOTAGE of VESSELS in 1875.

#### (1.)—INWARDS.

| DISTANCES for which PITOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | BRITISH VESSELS. OVERSEA. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | FOREIGN VESSELS. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | TOTALS. No. | Amount. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea (outside Sound) to Beaumaris Bay, Conway, and Bangor. | 10 | 11 15 9 | 20 | 12 13 8 | 11 | 22 6 – | 5 | 15 13 1 | 14 | 25 – 9 | 9 | 17 16 1 | 69 | 105 5 4 |
| From Sea (inside Sound) to Beaumaris Bay, Conway, and Bangor. | 1 | 1 – – | 2 | 1 15 – | – | – – | 1 | 1 2 6 | 2 | 13 19 – | – | – – | 6 | 17 16 6 |
| From Port Dinorwic to Cadnant. | 502 | 148 14 – | 9 | 2 17 3 | – | – – | 2 | 1 14 3 | – | – – | – | – – | 513 | 153 5 6 |
| From Caernarvon to Cadnant. | 5 | 2 4 – | 9 | 3 6 – | – | – – | – | – – | – | – – | – | – – | 14 | 5 10 – |
| TOTAL - - - | 518 | 163 13 9 | 40 | 20 11 11 | 11 | 22 6 – | 8 | 18 9 10 | 16 | 38 19 9 | 9 | 17 16 1 | 602 | 281 17 4 |

#### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Beaumaris Bay, Conway, and Bangor to Sea. | 1 | 1 3 – | 18 | 8 19 6 | 1 | 2 9 – | – | – – | 2 | 9 7 – | 1 | 4 5 6 | 23 | 26 4 – |
| From Cadnant to Port Dinorwic. | 609 | 152 16 6 | 34 | 9 10 6 | 1 | – 13 6 | 2 | 1 7 – | – | – – | – | – – | 646 | 164 7 6 |
| From Cadnant to Caernarvon. | 17 | 7 12 – | 15 | 5 12 – | – | – – | – | – – | – | – – | 1 | – 17 – | 33 | 14 1 – |
| Lay days, &c. - - - | 34 | 12 15 – | – | – – | – | – – | – | – – | – | – – | – | – – | 34 | 12 15 – |
| TOTAL - - - | 661 | 174 6 6 | 67 | 24 2 – | 2 | 3 2 6 | 2 | 1 7 – | 2 | 9 7 – | 2 | 5 2 6 | 736 | 217 7 6 |

# BRIDGWATER.

## NAMES of PILOTS.

*See* p. 11 Parl. Paper, No. 276 of 1875.

## RATES of PILOTAGE.

*Definition of Limits.*—Within such parts of the Bristol Channel and adjacent Rivers and Creeks, as lie on the South-east side of, and are comprised within, an imaginary straight line drawn from Anchor Head, in the county of Somerset, on the East, to Watchet, in the same county, on the West.

For Piloting Vessels from the Extreme limits of the Navigation, or from any point between such extreme Limits and the Outer Buoy of the Gore Sand, to the Town, or to any point between the Black Rock and the Town, the Vessel being safely moored at her discharging berth; also, from the Town to the Limits of the Navigation, or to any point between the Outer Buoy of the Gore Sand and the said Limits, the following Rates, viz.:—

| On Vessels— | s. | d. | |
|---|---|---|---|
| Not exceeding 60 tons register - - - - | 12 | – | per vessel. |
| Exceeding - 60 tons and not exceeding 80 tons - | 1 | 3 | per foot of the vessel's draught of water. |
| „ - 80 „ „ 100 „ - | 2 | – | |
| „ - 100 „ „ 125 „ - | 3 | – | |
| „ - 125 „ „ 150 „ - | 4 | – | |
| „ - 150 „ „ 200 „ - | 5 | – | |
| „ - 200 „ „ 250 „ - | 6 | 6 | |
| „ - 250 tons - - - - - - | 8 | – | |

For Piloting Vessels from the Outer Buoy of the Gore Sand, or from any point between such Buoy and Burnham, to the Town, or to any point between such Outer Buoy and the Town, the Vessel being safely moored at her discharging berth; also, from the Town to the Outer Buoy of the Gore Sand, or to any point between Burnham and the said Buoy:

| On Vessels— | s. | d. | |
|---|---|---|---|
| Not exceeding 60 tons register - - - - | 9 | – | per vessel. |
| Exceeding - 60 tons and not exceeding 80 tons - | 1 | – | per foot of the vessel's draught of water. |
| „ - 80 „ „ 100 „ - | 1 | 6 | |
| „ - 100 „ „ 125 „ - | 2 | – | |
| „ - 125 „ „ 150 „ - | 3 | – | |
| „ - 150 „ „ 200 „ - | 4 | – | |
| „ - 200 „ „ 250 „ - | 5 | 6 | |
| „ - 250 tons - - - - - - | 7 | – | |

For Piloting Vessels from Burnham, or from any point between Burnham and the Town, to the Town, or to any intermediate point, the Vessel being safely moored at her discharging berth, and *vice versâ*:

| On Vessels— | s. | d. | |
|---|---|---|---|
| Not exceeding 60 tons register - - - - | 6 | – | per vessel. |
| Exceeding - 60 tons and not exceeding 80 tons - | – | 9 | per foot of the vessel's draught of water. |
| „ - 80 „ „ 100 „ - | 1 | – | |
| „ - 100 „ „ 125 „ - | 1 | 6 | |
| „ - 125 „ „ 150 „ - | 2 | – | |
| „ - 150 „ „ 200 „ - | 3 | – | |
| „ - 200 „ „ 250 „ - | 4 | – | |
| „ - 250 tons - - - - - - | 6 | – | |

No vessel exceeding 60 tons register to pay for less than 10 feet.

The several pilotage rates herein specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels; provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

If a master choose to employ a pilot for a tide in the navigation, the pilot shall be entitled to receive for such service, 2 *s.* 6 *d.* for each tide.

If a master choose to employ a helmsman to steer his vessel, such helmsman shall be entitled to receive for his services on board vessels—

| | s. | d. |
|---|---|---|
| Under 200 tons - - - - - | 7 | 6 |
| 200 tons and upwards - - - - | 10 | – |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDGWATER—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Limits to Bridgwater - | 4 | 2 2 6 | 48 | 55 17 9 | 13 | 33 15 1 | – | - - | 30 | 87 18 – | 95 | 179 13 4 |
| From Limits to Highbridge - | 2 | 1 2 6 | 92 | 43 1 11 | 4 | 18 16 10 | – | - - | 9 | 20 2 11 | 107 | 83 4 2 |
| From Limits to Burnham - | – | - - | 4 | 1 9 2 | – | - - | 1 | - 5 – | – | - - | 5 | 1 14 2 |
| From Limits to Dunball - - | – | - - | 1 | - 13 9 | 2 | 2 6 9 | – | - - | 1 | 1 2 6 | 4 | 4 3 – |
| From Limits to Combwich - | – | - - | – | - - | – | - - | – | - - | 1 | 3 18 – | 1 | 3 18 – |
| From Burnham to Dunball - | 81 | 25 2 6 | 48 | 14 4 5 | – | - - | – | - - | – | - - | 129 | 39 6 11 |
| From Burnham to Highbridge - | 6 | 1 16 – | 25 | 8 – 7 | – | - - | – | - - | – | - - | 31 | 9 16 7 |
| From Burnham to Bridgwater - | 127 | 39 17 6 | 890 | 278 3 8 | – | - - | 2 | - 13 2 | 5 | 1 14 2 | 1,024 | 320 8 6 |
| From Burnham to Combwich - | 2 | - 12 – | 2 | - 13 11 | – | - - | – | - - | – | - - | 4 | 1 5 11 |
| From Burnham to Pawlett - | 5 | 1 16 – | 1 | - 7 6 | – | - - | – | - - | – | - - | 6 | 2 3 6 |
| From Dunball to Bridgwater - | 4 | 1 8 6 | – | - - | – | - - | – | - - | – | - - | 4 | 1 8 6 |
| From Combwich to Bridgwater | 1 | - 6 – | – | - - | – | - - | – | - - | – | - - | 1 | - 6 – |
| TOTAL - - - | 232 | 74 3 6 | 1,111 | 402 12 8 | 19 | 54 18 8 | 3 | - 18 2 | 46 | 114 15 7 | 1,411 | 647 8 7 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Bridgwater to Limits - | – | - - | 31 | 32 9 8 | 7 | 12 16 5 | – | - - | 27 | 63 10 2 | 65 | 108 16 3 |
| From Highbridge to Limits - | 1 | - 10 – | 86 | 41 13 6 | 2 | 8 8 – | – | - - | 7 | 18 11 3 | 96 | 69 2 9 |
| From Burnham to Limits - | – | - - | 7 | 2 16 10 | – | - - | – | - - | – | - - | 7 | 2 16 10 |
| From Dunball to Limits - - | – | - - | 1 | 1 17 6 | – | - - | – | - - | 1 | 1 2 6 | 2 | 3 – – |
| From Combwich to Limits - | – | - - | 1 | 3 6 – | – | - - | – | - - | – | - - | 1 | 3 6 – |
| From Dunball to Burnham - | 2 | - 13 6 | 10 | 2 17 11 | 1 | - 11 3 | – | - - | – | - - | 13 | 4 2 8 |
| From Highbridge to Burnham - | 5 | 1 10 – | 10 | 3 14 3 | – | - - | – | - - | – | - - | 15 | 5 4 3 |
| From Bridgwater to Burnham | 32 | 10 2 – | 440 | 127 1 2 | 1 | - 11 3 | – | - - | 5 | 3 4 6 | 478 | 140 18 11 |
| From Combwich to Burnham - | – | - - | 2 | - 12 – | – | - - | – | - - | – | - - | 2 | - 12 – |
| From Pawlett to Burnham - | 4 | 1 4 – | 13 | 3 9 5 | – | - - | – | - - | – | - - | 17 | 4 13 5 |
| From Bridgwater to Pawlett - | – | - - | 4 | 1 4 6 | – | - - | – | - - | – | - - | 4 | 1 4 6 |
| TOTAL - - - | 44 | 13 19 6 | 605 | 221 2 9 | 11 | 22 6 11 | – | - - | 40 | 86 8 5 | 700 | 343 17 7 |

## BRIDPORT.

### NAMES of PILOTS.

*See* p. 102 of Parl. Paper, No. 232 of 1873. Omit the name of John Manuel; and add the name of William Gear, age 33.

### RATES OF PILOTAGE.

*See* p. 13 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | | | |
| | Not Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour - - - - - | 60 | 38 18 3 | 5 | 6 13 9 | – | – – | 12 | 22 5 – | 77 | 67 17 – |

(2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Sea - - - - - | 61 | 25 5 – | – | - - | 4 | 4 3 9 | 8 | 6 9 9 | 73 | 35 18 6 |

## CAERNARVON.

### NAMES of PILOTS.

*See* p. 14 of Parl. Paper, No. 276 of 1875.

### RATES of PILOTAGE.

*See* p. 14 of Parl. Paper, No. 276 of 1875.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—CAERNARVON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Outer Buoy to Caernarvon. | 59 | 34 15 – | 5 | 3 3 3 | 1 | – 14 – | 2 | 3 4 6 | 8 | 9 4 – | 75 | 51 – 9 |
| From Outer Buoy to Port Dinorwic. | 8 | 6 6 – | – | - - - | – | - - | 1 | – 18 9 | 1 | 1 4 6 | 10 | 8 9 3 |
| TOTAL - - - | 67 | 41 1 – | 5 | 3 3 3 | 1 | – 14 – | 3 | 4 3 3 | 9 | 10 8 6 | 85 | 59 10 – |

(2.)—OUTWARDS.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Caernarvon to Outer Buoy. | 180 | 136 5 9 | 5 | 2 12 – | – | - - | 5 | 5 – 6 | 5 | 6 1 – | 195 | 149 19 3 |
| From Port Dinorwic to Outer Buoy. | 20 | 21 13 – | – | - - | 3 | 3 3 – | 1 | 1 2 6 | – | - - | 24 | 25 18 6 |
| TOTAL - - - | 200 | 157 18 9 | 5 | 2 12 – | 3 | 3 3 – | 6 | 6 3 – | 5 | 6 1 – | 219 | 175 17 9 |

# CARLISLE.

## NAMES of PILOTS.

*See* p. 15 of Parl. Paper, No. 276 of 1875.

## RATES of PILOTAGE.

*From the Anchorage Ground off the Harbour of Maryport to Port Silloth, and* vice versâ.

| | s. | d. | |
|---|---|---|---|
| Vessels to or from Foreign Parts - - - - | 4 | – | per foot. |
| Coasting vessels of 8 feet draft of water and under - | 28 | – | per vessel. |
| Coasting vessels above 8 feet draft of water - - | 3 | 6 | per foot. |

*From the Anchorage Ground off the Harbour of Maryport to Annan Water Foot, from the Solway Frith, and* vice versâ.

| | s. | d. | |
|---|---|---|---|
| Vessels to or from Foreign Parts - - - - | 6 | – | per foot. |
| Coasting vessels of 8 feet draft of water and under - | 42 | – | per vessel. |
| Coasting vessels above 8 feet draft of water - - | 5 | 6 | per foot. |

*From Silloth to Annan Water Foot, and* vice versâ.

| | s. | d. | |
|---|---|---|---|
| Vessels from Foreign Parts and coasting vessels - | 3 | – | per foot. |

No vessel to pay for less than 8 feet.

The sum of 5 *s.* per day is to be allowed to the pilot for every day he may be detained on board.

The several pilotage rates herein specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam, and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

*N.B.*—Should a steam tug be employed in stormy weather to assist in getting a pilot on board a ship, the ship is to pay the extra charge.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Maryport to Annan - | 3 | 4 5 9 | – | - - - | – | - - | – | - - - | – | - - - | – | - - - | 3 | 4 5 9 |
| From Maryport to Silloth - | 6 | 6 14 9 | 3 | 2 13 10 | 6 | 10 14 6 | 2 | 1 19 2 | 5 | 7 15 – | 2 | 1 19 10 | 24 | 31 17 1 |
| TOTAL - - - | 9 | 11 – 6 | 3 | 2 13 10 | 6 | 10 14 6 | 2 | 1 19 2 | 5 | 7 15 – | 2 | 1 19 10 | 27 | 36 2 10 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Silloth to Maryport - | – | - - | 3 | 3 1 9 | – | - - | 1 | 1 14 1 | – | - - | 2 | 1 14 2 | 6 | 6 10 – |
| From Silloth to Annan - | 5 | 3 11 9 | – | - - | – | - - | – | - - | – | - - | – | - - | 5 | 3 11 9 |
| TOTAL - - - | 5 | 3 11 9 | 3 | 3 1 9 | – | - - | 1 | 1 14 1 | – | - - | 2 | 1 14 2 | 11 | 10 1 9 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## COLCHESTER.

### NAMES of PILOTS.

*See* p. 17 of Parl. Paper, No. 416 of 1864.

### RATES of PILOTAGE.

*See* p. 17 of Parl. Paper, No. 433 of 1866.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. Not Towed by Steam. | | OVERSEA. Not Towed by Steam. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Colne to Wivenhoe | 19 | 17 – – | 1 | – 13 6 | 7 | 6 13 6 | 27 | 24 7 – |
| From Colne to Colchester | 1 | 1 7 – | – | – – | 2 | 3 12 3 | 3 | 4 19 3 |
| From Wivenhoe to Colchester | 2 | 1 5 6 | – | – – | – | – – | 2 | 1 5 6 |
| From Pyefleet to Colchester | 6 | 7 10 – | – | – – | 1 | 1 4 – | 7 | 8 14 – |
| From Pyefleet to Wivenhoe | 30 | 24 10 6 | 4 | 3 16 6 | 3 | 2 5 – | 37 | 30 12 – |
| From Eastness to Wivenhoe | – | – – | – | – – | 1 | 1 10 3 | 1 | 1 10 3 |
| TOTAL | 58 | 51 13 – | 5 | 4 10 – | 14 | 15 5 – | 77 | 71 8 – |

(2.)—OUTWARDS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| From Wivenhoe to Colne | 17 | 10 5 6 | – | – – | 6 | 5 10 9 | 23 | 15 16 3 |
| From Colchester to Colne | 9 | 6 10 6 | 2 | 2 2 – | – | – – | 11 | 8 12 6 |
| From Colchester to Pyefleet | 4 | 4 10 – | – | – – | – | – – | 4 | 4 10 – |
| From Wivenhoe to Pyefleet | 24 | 15 7 6 | 1 | 1 1 – | 2 | 1 10 – | 27 | 17 18 6 |
| From Wivenhoe to Eastness | 3 | 3 14 3 | – | – – | – | – – | 3 | 3 14 3 |
| TOTAL | 57 | 40 7 9 | 3 | 3 3 – | 8 | 7 – 9 | 68 | 50 11 6 |

## DARTMOUTH.

### NAMES of PILOTS.

*See* p. 103 of Parl. Paper, No. 204 of 1874.

### RATES of PILOTAGE.

*See* p. 16 of Parl. Paper, No. 276 of 1875.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—DARTMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour - | 37 | 48 17 6 | 33 | 34 13 2 | 25 | 46 9 3 | 65 | 164 19 5 | 19 | 45 12 6 | 30 | 58 11 1 | 209 | 399 2 11 |
| Distance Money - - | 2 | 4 15 – | 6 | 6 15 – | 3 | 4 4 – | – | – – – | 2 | 3 4 – | 2 | 7 8 – | 15 | 26 6 – |
| TOTAL - - - | 39 | 53 12 6 | 39 | 41 8 2 | 28 | 50 13 3 | 65 | 164 19 5 | 21 | 48 16 6 | 32 | 65 19 1 | 224 | 425 8 11 |
| (2.)—OUTWARDS. | | | | | | | | | | | | | | |
| From Harbour to Sea - | 8 | 6 11 4 | 18 | 15 7 4 | 11 | 14 12 2 | 64 | 116 14 4 | 11 | 14 3 1 | 25 | 39 13 8 | 137 | 207 1 11 |

# EXETER.

## NAMES of PILOTS.

*See* p. 17 of Parl. Paper, No. 276 of 1875. Omit the Names of A. Tidbury and J. Pym.

## RATES of PILOTAGE.

*Definition of Limits:*—From Lyme to Bob's Nose, and *vice versâ*, and to and from and into and out of all Ports and Places within those Limits.

### COASTERS.

*For Ships in and over Exmouth Bar to the Moorings in the Bight at Exmouth, and out again over the Bar.*

| | Inwards. | Outwards. |
|---|---|---|
| | *s.* *d.* | |
| If not exceeding per register 60 tons - - - - - - | 1 9 per foot draught of water. | |
| If exceeding per register - 60 „ and not exceeding 80 tons | 2 – „ „ - | One-half the said rates. |
| „ „ - 80 „ „ „ 90 „ | 2 3 „ „ - | „ „ |
| „ „ - 90 „ „ „ 100 „ | 2 9 „ „ - | „ „ |
| „ „ - 100 „ „ „ 125 „ | 3 3 „ „ - | „ „ |
| „ „ - 125 „ „ „ 150 „ | 3 9 „ „ - | „ „ |
| „ „ - 150 „ „ „ 175 „ | 4 3 „ „ - | „ „ |
| „ „ - 175 „ „ „ 200 „ | 4 9 „ „ - | „ „ |
| „ „ - 200 „ „ „ 250 „ | 6 – „ „ - | „ „ |
| „ „ - 250 „ „ „ 300 „ | 7 – „ „ - | „ „ |
| „ „ - 300 „ „ „ 400 „ | 7 9 „ „ - | „ „ |

A deduction of one-third of the inward pilotage to be made on vessels not boarded outside the Fairway Buoy.
All ships carried up from the Bight at Exmouth to the Sands, 3 *s.* 6 *d.*; back, 3 *s.* 6 *d.*
All ships under 100 tons carried up to Topsham Quay, 13 *s.*; back, 13 *s.*
Ditto - - ditto - - Turf, 9 *s.*; back, 9 *s.*
Ditto upwards of 100 tons carried up to Topsham, per ton, 1¾ *d.*; back, 1¾ *d.*
Ditto - - ditto - - Turf - per ton, 1¼ *d.*; back, 1¼ *d.*

### SHIPS FROM FOREIGN PARTS.

*For Ships in and over Exmouth Bar, to the Moorings in the Bight at Exmouth, and out again over the Bar.*

| | Inwards. | Outwards. |
|---|---|---|
| | *s.* *d.* | |
| If not exceeding per register 80 tons - - - - - - | 3 – per foot draught of water. | |
| If exceeding per register or measurement - - 80 „ and not exceeding 100 tons, | 3 9 „ „ - | One-half the said rates. |
| „ „ 100 „ „ „ 150 „ | 5 – „ „ - | „ „ |
| „ „ 150 „ „ „ 200 „ | 5 6 „ „ - | „ „ |
| „ „ 200 „ „ „ 250 „ | 6 3 „ „ - | „ „ |
| „ „ 250 „ „ „ 300 „ | 7 9 „ „ - | „ „ |
| „ „ 300 „ „ „ 400 „ | 9 – „ „ - | „ „ |
| „ „ 400 „ „ „ — | 9 9 „ „ - | „ „ |

and 1 *s.* per foot for every 100 tons additional.

A deduction of one-third of the inward pilotage to be made on vessels not boarded outside the Fairway Buoy.
All ships carried up from the Bight at Exmouth to the Sands, 3 *s.* 6 *d.*; back, 3 *s.* 6 *d.*
All ships under 100 tons, carried up to Topsham Quay, 13 *s.*; back, 13 *s.*
Ditto - - ditto - - Turf, 9 *s.*; back, 7 *s.*
Ditto upwards of 100 tons, carried up to Topsham Quay, per ton, 1¾ *d.*; back, 1¾ *d.*
Ditto - - ditto - - Turf - per ton, 1¼ *d.*; back, 1¼ *d.*

*For*

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—EXETER—*continued.*

### RATES OF PILOTAGE—*continued.*

*For Piloting Vessels into and out of the Harbour of Axmouth.*

COASTERS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | *s.* | *d.* | | | *s.* | *d.* | |
| Of | 60 and not exceeding | 80 | tons, | 1 | 6 | per foot in, and | – | 9 | per foot out. |
| Exceeding | 80 | „ | 100 | „ | 1 | 10 | „ | – | 11 | „ |
| „ | 100 | „ | 150 | „ | 2 | – | „ | 1 | – | „ |

SHIPS FROM FOREIGN PARTS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | *s.* | *d.* | | | *s.* | *d.* | |
| Of | 60 and not exceeding | 80 | tons, | 2 | – | per foot in, and | 1 | – | per foot out. | |
| Exceeding | 80 | „ | 100 | „ | 2 | 6 | „ | 1 | 3 | „ |
| „ | 100 | „ | 150 | „ | 3 | – | „ | 1 | 6 | „ |

The several pilotage rates herein specified are subject to a reduction of one-fourth part, in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Pilots are to provide a boat and crew, if required, to assist over the bar to a mooring berth, for which they shall be paid over and above the pilotage 3 *s.* 6 *d.* for each man oar employed for that purpose, and 3 *s.* 6 *d.* for the boat; and if it be considered by the master necessary to employ a boat and men to assist up the river, the like rate per tide shall be payable.

A pilot taken on board off the Bill of Portland, or the Start (which is optional to the master), is to receive, beyond the pilotage from Bob's Nose or Lyme, as follows, viz.:—

| | |
|---|---|
| Colliers and Coasters | Two guineas. |
| Ships from Foreign Parts | Three guineas. |

And proportionally for intermediate distances, provided a clear understanding shall have been come to between the pilot and the master that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log book of his pilot boat or ship as well as in that of the ship, and he shall have obtained a certificate thereof from the master.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

#### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. *s.* *d.* | | £. *s.* *d.* | | £. *s.* *d.* | | £. *s.* *d.* | | £. *s.* *d.* | | £. *s.* *d.* | | £. *s.* *d.* |
| From Sea to Bight – – | 127 | 179 13 10 | 30 | 56 13 4 | 35 | 57 19 7 | 12 | 24 3 6 | 42 | 86 11 10 | 10 | 46 19 7 | 260 | 452 1 8 |
| From Sea to Axmouth – | 20 | 24 4 4 | 3 | 5 3 2 | 3 | 4 6 3 | 1 | 1 19 4 | 4 | 7 – 9 | – | – – | 31 | 42 13 10 |
| From Bar to Bight – – | 20 | 28 9 – | 4 | 6 10 1 | 2 | 4 15 – | 2 | 5 19 3 | 8 | 23 19 6 | 5 | 14 17 9 | 41 | 84 10 7 |
| From Bight to Surf – – | 51 | 23 12 7 | 47 | 21 3 10 | 24 | 10 16 – | 28 | 12 9 8 | 38 | 17 2 – | 21 | 11 – 4 | 209 | 96 4 5 |
| From Bight to Topsham – | 24 | 15 9 – | 17 | 11 5 9 | – | – – | 1 | – 9 9 | – | – – | 4 | 4 4 6 | 46 | 31 9 – |
| TOTAL – – – | 242 | 271 8 9 | 101 | 100 16 2 | 64 | 77 16 10 | 44 | 45 1 6 | 92 | 134 14 1 | 40 | 77 2 2 | 587 | 706 19 6 |

#### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Bight to Sea – – | 28 | 22 3 – | 12 | 7 16 2 | 7 | 5 19 7 | 13 | 11 17 9 | 17 | 19 10 11 | 9 | 11 8 10 | 86 | 78 16 3 |
| From Bight to Bar – – | 2 | 1 2 8 | – | – – | – | – – | – | – – | 2 | 3 5 10 | – | – – | 4 | 4 8 6 |
| From Surf to Bight – – | 89 | 46 12 10 | 34 | 16 12 5 | – | – – | 2 | – 17 1 | 28 | 15 2 6 | 5 | 2 17 3 | 158 | 82 2 1 |
| From Topsham to Bight – | 22 | 15 13 10 | 14 | 10 6 5 | – | – – | 1 | 1 8 4 | 1 | 1 3 3 | 4 | 4 16 11 | 42 | 33 8 9 |
| Distance Money – – – | 1 | 1 1 – | 1 | 2 2 – | – | – – | 1 | 3 – – | – | – – | – | – – | 3 | 6 3 – |
| TOTAL – – – | 142 | 86 13 4 | 61 | 36 17 – | 7 | 5 19 7 | 17 | 17 3 2 | 48 | 39 2 6 | 18 | 19 3 – | 293 | 204 18 7 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

# FALMOUTH.

## NAMES of PILOTS.

*See* p. 19 of Parl. Paper, No. 276 of 1875. Omit the names of G. Barker and R. Bellman; and add the names of P. V. Vincent, age 24, G. Carter, age 25, F. Tregeagle, age 23, E. J. Hodge, age 25, E. W. Chard, age 22, H. V. Fittock, age 21.

## RATES of PILOTAGE.

*See* p. 19 of Parl. Paper, No. 276 of 1875.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | OVERSEA. | | | | | | | | | | |
| | | Not Towed by Steam. | | Towed by Steam. | | | Not Towed by Steam. | | Towed by Steam. | | | |
| | | No. | Amount. | No. | Amount. | | No. | Amount. | No. | Amount. | No. | Amount. |
| | | | £. s. d. | | £. s. d. | | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea outside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point. | nil | 640 | 2,519 8 – | 268 | 830 9 11 | | 1,727 | 5,447 17 – | 75 | 247 4 7 | 2,710 | 9,044 19 6 |
| From Sea inside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated. | nil | 9 | 14 3 – | 13 | 24 9 6 | | 11 | 22 6 – | 3 | 6 10 9 | 36 | 67 9 3 |
| Transporting, Lay Days &c. | nil | 32 | 116 19 – | 12 | 22 19 – | | 40 | 105 14 – | 11 | 24 19 – | 95 | 270 11 – |
| TOTAL | nil | 681 | 2,650 10 – | 293 | 877 18 5 | | 1,778 | 5,575 17 – | 89 | 278 14 4 | 2,841 | 9,382 19 9 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point to Sea. | nil | 251 | 425 13 – | 624 | 976 10 6 | | 509 | 885 2 6 | 896 | 1,359 14 11 | 2,280 | 3,647 – 11 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

# FLEETWOOD AND BARROW.

*Definition of Limits*:—From Sea into and out of the Harbours of *Fleetwood* and *Barrow*, and along the Coast from *Formby Point* to *Havering Point* of *Dudden*.

## NAMES of PILOTS.

*See* p. 106 of Parl. Paper, No. 204 of 1874. Omit the name of W. Gibson, and add the name of Thomas Curwen, age 49.

## RATES of PILOTAGE.

*See* p. 108 of Parl. Paper, No. 232 of 1873.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Fleetwood - | 156 | 90 7 3 | 62 | 35 1 6 | 7 | 17 11 – | 8 | 20 3 1 | 10 | 28 13 – | 14 | 34 3 1 | 257 | 225 18 11 |
| From Sea to Barrow - | 40 | 41 4 5 | 33 | 34 15 9 | 8 | 23 18 3 | 75 | 191 – 8 | 8 | 22 14 5 | 45 | 140 4 10 | 209 | 453 18 4 |
| From Sea to Piel - - | 9 | 5 9 4 | 3 | 2 1 2 | 5 | 7 3 6 | – | - - | 7 | 9 7 6 | – | - - | 24 | 24 1 6 |
| From Piel to Barrow - | 132 | 68 14 7 | 27 | 14 4 3 | 6 | 8 7 3 | 13 | 13 13 3 | 1 | 1 6 – | 2 | 2 16 9 | 181 | 109 2 1 |
| Distance money, Leaguage | 11 | 17 13 – | 6 | 12 12 – | 19 | 36 15 – | 43 | 73 10 – | 23 | 40 19 – | 37 | 67 4 – | 139 | 248 13 – |
| Transporting, lay days, &c. | 8 | 4 3 6 | 5 | 2 14 – | 6 | 2 15 6 | 16 | 6 12 – | 8 | 4 5 6 | 37 | 14 9 6 | 80 | 35 – – |
| TOTAL - - | 356 | 227 12 1 | 136 | 101 8 8 | 51 | 96 10 6 | 155 | 304 19 – | 57 | 107 5 5 | 135 | 258 18 2 | 890 | 1,096 13 10 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Fleetwood to Sea - | 67 | 36 5 6 | 31 | 18 5 6 | 2 | 3 9 – | 6 | 7 15 3 | 5 | 7 16 – | 11 | 12 13 2 | 122 | 86 4 5 |
| From Barrow to Sea - | 4 | 3 17 7 | 50 | 40 – 11 | 6 | 10 6 8 | 90 | 168 5 2 | 2 | 3 5 6 | 38 | 66 7 4 | 190 | 292 3 2 |
| From Piel to Sea - | 2 | 2 2 6 | – | - - | 3 | 3 1 – | 6 | 6 9 9 | 7 | 9 12 – | 3 | 2 17 – | 21 | 24 2 3 |
| From Barrow to Piel - | 48 | 26 15 6 | 15 | 8 2 9 | 5 | 5 19 6 | 9 | 9 5 3 | 3 | 2 18 - | 11 | 10 13 9 | 91 | 63 14 9 |
| TOTAL - - - | 121 | 69 1 1 | 96 | 66 9 2 | 16 | 22 16 2 | 111 | 191 15 5 | 17 | 23 11 6 | 63 | 92 11 3 | 424 | 466 4 7 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## FOWEY.

### NAMES of PILOTS.

*See* p. 107 of Parl. Paper, No. 204, of 1874. Omit the name of P. Pill; and add the name of John Salt, aged 33.

### RATES of PILOTAGE.

*See* p. 26 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea (outside limits) to Harbour of Fowey, Mevagissey Pier, Charleston, and Looe. | 174 | 65 1 3 | 8 | 4 4 2 | – | - - | – | - - | 2 | 3 5 - | – | - - | 184 | 72 10 5 |
| From Sea (inside limits) to Harbour of Fowey, Mevagissey Pier, Charleston, and Looe. | 20 | 21 9 9 | 4 | 8 5 8 | 4 | 2 16 3 | – | - - | 57 | 75 10 11 | 10 | 15 12 6 | 95 | 123 15 1 |
| Transporting, lay days, &c. | 160 | 106 3 - | 2 | 1 5 - | 28 | 22 13 6 | – | - - | 26 | 14 7 10 | 7 | 4 - 5 | 223 | 148 9 9 |
| Distance money - - | – | - - | – | - - | 1 | 3 - - | – | - - | 4 | 12 16 6 | 1 | 2 1 3 | 6 | 17 17 9 |
| TOTAL - - - | 354 | 192 14 - | 14 | 13 14 10 | 33 | 28 9 9 | – | - - | 89 | 106 - 3 | 18 | 21 14 2 | 508 | 362 13 - |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Fowey, Mevagissey Pier, Charleston, and Looe (outside limits) to Sea. | 139 | 54 8 1 | 3 | - 17 11 | 2 | 1 3 3 | – | - - | 1 | - 12 - | – | - - | 145 | 57 1 3 |
| From Fowey, Mevagissey Pier, Charleston, and Looe (inside limits) to Sea. | 4 | 3 16 - | 5 | 8 7 3 | 5 | 5 12 4 | 1 | 1 1 - | 54 | 70 9 5 | 8 | 9 18 - | 77 | 99 4 - |
| TOTAL - - - | 143 | 58 4 1 | 8 | 9 5 2 | 7 | 6 15 7 | 1 | 1 1 - | 55 | 71 1 5 | 8 | 9 18 - | 222 | 156 5 3 |

## HARWICH.

### NAMES of PILOTS.

*See* p. 110 of Parl. Paper, No. 232 of 1873.

### RATES of PILOTAGE.

*See* p. 27 of Parl. Paper, No. 264 of 1863.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HARWICH—*continued.*

### AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | BRITISH VESSELS. OVERSEA. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | FOREIGN VESSELS. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | TOTALS. No. | Amount. £. s. d. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Sea to Harwich | 1 | 3 3 – | 2 | 6 6 – | 7 | 23 2 – | 8 | 25 4 – | 3 | 12 12 6 | 10 | 30 14 3 | 31 | 101 1 9 |
| From Rolling Grounds to Harwich. | 2 | 3 13 6 | 1 | – 15 9 | 2 | 3 3 – | 5 | 7 17 6 | 3 | 4 14 6 | 1 | 1 11 6 | 14 | 21 15 9 |
| From Wrabness to Mistley | 121 | 62 10 9 | 3 | 2 10 3 | 1 | – 9 – | 1 | – 10 6 | 4 | 2 1 3 | 3 | 1 16 – | 133 | 69 17 9 |
| From Mistley to Harwich | – | – – – | 1 | – 10 – | – | – – – | – | – – – | 11 | 11 17 8 | 1 | 2 4 – | 13 | 14 11 8 |
| From Harwich to Wrabness | 2 | 1 – 3 | 2 | – 10 – | 1 | 1 7 6 | – | – – – | 4 | 2 8 6 | – | – – – | 9 | 5 6 3 |
| TOTAL | 126 | 70 7 6 | 9 | 10 12 – | 11 | 28 1 6 | 14 | 33 12 – | 25 | 33 14 5 | 15 | 36 5 9 | 200 | 212 13 2 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Harwich to Sea | – | – – – | 10 | 16 5 6 | 1 | 10 – – | 2 | 3 18 9 | 11 | 23 2 – | 4 | 6 15 3 | 28 | 60 1 6 |
| From Harwich to Rolling Grounds. | 1 | 1 1 – | 3 | 2 12 6 | 1 | 3 18 – | 2 | 2 2 – | 1 | 1 1 – | 3 | 3 13 6 | 11 | 14 8 – |
| From Mistley to Wrabness | 119 | 61 13 – | 3 | 2 10 3 | 1 | – 9 – | – | – – – | – | – – – | 1 | – 15 – | 124 | 65 7 3 |
| From Harwich to Mistley | 1 | – 13 9 | 1 | – 10 – | 1 | – 15 – | 1 | – 19 – | 13 | 12 19 2 | 3 | 3 19 9 | 20 | 19 16 8 |
| From Wrabness to Harwich | 2 | 1 1 3 | 2 | – 10 – | – | – – – | – | – – – | 3 | 2 18 6 | 1 | – 19 3 | 8 | 5 9 – |
| TOTAL | 123 | 64 9 – | 19 | 22 8 3 | 4 | 15 2 – | 5 | 6 19 9 | 28 | 40 – 8 | 12 | 16 2 9 | 191 | 165 2 5 |

## HOLYHEAD.

### NAMES of PILOTS.

*See* p. 108 of Parl. Paper, No. 204 of 1874. Omit the name of R. Roberts.

### RATES of PILOTAGE.

*Definition of Limits:*—To and from the Anchorages at Great Orm's Head, along the Coast of the Isle of Anglesea and Wales, as far as Bardsey Island, and to and from, and into and out of, all Ports and Places within those Limits, except the Bar and Harbour of Caernarvon, and the Swellies.

| | | £. s. d. |
|---|---|---|
| Vessels not exceeding, per Register | 50 Tons | – 7 6 |
| „ Exceeding 50 Tons, and not exceeding | 100 „ | – 10 6 |
| „ „ 100 „ „ | 200 „ | 1 1 – |
| „ „ 200 „ „ | 300 „ | 1 11 6 |
| „ „ 300 „ „ | 400 „ | 1 16 9 |
| „ „ 400 „ „ | 500 „ | 2 2 – |
| „ „ 500 „ „ | 600 „ | 2 7 3 |
| „ „ 600 „ „ | 700 „ | 2 12 6 |
| „ „ 700 „ „ | 800 „ | 2 17 9 |
| „ „ 800 „ „ | 900 „ | 3 3 – |
| „ „ 900 „ „ | 1,000 „ | 3 10 – |
| „ „ 1,000 „ Seven shillings for each | 100 „ | |

The above Rates are due both Inwards and Outwards.

For removing a vessel from one harbour to the other, or for shifting the berth of a vessel in either harbour when not originally brought in from sea by a pilot, the above rates are to be charged.

The several pilotage rates herein specified are subject to a reduction of one-fourth part, in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

For shifting the berth of a vessel in either harbour when brought in from sea by a pilot, 7 *s.* 6 *d.*

All ships and vessels under any circumstances of distress are to pay the pilot a further sum of money, to be calculated according to the extent and circumstances of such distress, and the services afforded.

A pilot taken on board a vessel at the distance of three leagues or further to the southward and westward of Holyhead, shall be entitled to the following additional pay, provided a clear understanding shall have been come to between him and the master that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log book of the pilot vessel as well as in that of the ship, and he shall have received a certificate thereof from the master, viz.:—

| | £. s. d. |
|---|---|
| On having a Liverpool pilot on board, off Point Linas, and landing the Holyhead pilot there | 3 3 – |
| On landing the pilot at the Great Orm's Head | 4 4 – |
| If a pilot is taken beyond the limits of his license to Chester Water, or to Liverpool | 5 5 – |

With the sum of 7 *s.* 6 *d.* per day for every day such pilot may be detained on board in consequence of the ship or vessel performing quarantine, or being detained under any other restriction such ship may be liable to.

Pilots boarding ships and vessels at a less distance than three leagues from the Head, as above, are to receive 10 *s.* 6 *d.* less for pilotage than the above rates.

It is particularly requested that commanders of ships, on discharging their pilots off Point Linas, or the Orm's Head, should be certain that such pilots will be taken on shore without being delayed on board such vessels or boats as may receive them; as a pilot will be entitled to 7 *s.* 6 *d.* per day for every day he shall be kept out from landing after the day he is discharged from the ship or vessel he may have piloted, unless it can be proved that such delay had unavoidably happened from the violence of the wind and weather.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HOLYHEAD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour - | 2 | 4 4 - | 4 | 5 2 4 | 25 | 54 7 7 | 34 | 86 11 1 | 57 | 103 16 4 | 12 | 25 17 - | 134 | 279 18 4 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Sea - | - | - - | 4 | 4 18 4 | 18 | 42 2 7 | 20 | 50 11 10 | 24 | 41 8 8 | 9 | 20 14 10 | 75 | 159 16 3 |

# IPSWICH.

## NAMES of PILOTS.

*See* p. 109 of Parl. Paper, No. 204 of 1874.

## RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Harwich to Downham | 57 | 25 2 - | 22 | 9 2 2 | 40 | 20 18 - | 30 | 15 3 - | 55 | 26 17 3 | 48 | 24 13 - | 252 | 121 15 5 |
| From Harwich to Ipswich | 1 | 1 5 10 | 5 | 3 16 5 | - | - - | 2 | 2 8 1 | 3 | 3 3 5 | 5 | 4 16 7 | 16 | 15 10 4 |
| From Downham to Ipswich | 227 | 111 13 6 | 187 | 90 16 11 | 48 | 30 10 6 | 54 | 30 12 11 | 41 | 23 15 2 | 66 | 38 7 9 | 623 | 325 16 9 |
| From Levington to Ipswich | 2 | 1 19 2 | 5 | 4 6 9 | 1 | 1 - 2 | 2 | 1 9 4 | - | - - | 1 | - 19 - | 11 | 9 14 5 |
| From Levington to Downham. | 26 | 7 6 - | 45 | 13 1 8 | 1 | - 5 - | 5 | 1 3 3 | - | - - | 4 | - 18 8 | 81 | 22 14 7 |
| TOTAL - - - | 313 | 147 6 6 | 264 | 121 3 11 | 90 | 52 13 8 | 93 | 50 16 7 | 99 | 53 15 10 | 124 | 69 15 - | 983 | 495 11 6 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Ipswich to Harwich | 53 | 57 7 9 | 54 | 42 6 - | 3 | 3 8 8 | 6 | 5 3 6 | 30 | 29 6 6 | 75 | 64 8 7 | 221 | 202 1 - |
| From Ipswich to Downham | 99 | 49 14 7 | 64 | 28 8 9 | 4 | 1 18 2 | 1 | - 12 2 | - | - - | 2 | 1 - 2 | 170 | 81 13 10 |
| From Ipswich to Levington | 26 | 21 3 5 | 66 | 45 14 11 | - | - - | - | - - | - | - - | - | - - | 92 | 66 18 4 |
| From Levington to Harwich | - | - - | - | - - | - | - - | - | - - | - | - - | 1 | - 9 - | 1 | - 9 - |
| TOTAL - - - | 178 | 128 5 9 | 184 | 116 9 8 | 7 | 5 6 10 | 7 | 5 15 8 | 30 | 29 6 6 | 78 | 65 17 9 | 484 | 351 2 2 |

# ISLE OF WIGHT.

## RULES and REGULATIONS.

1. The cutters are to cruise, six to the westward of the Needles, and six to the eastward of that point, and shift over every four months.

2. The following stations are to be taken by the cutters in rotation, viz.:—

One cutter between Peverell and Christchurch.
One cutter between Christchurch and the Needles.
One cutter inside the Needles.
One cutter between the Needles and St. Katherine's.
One cutter between St. Katherine's and the Princessa Shoal.
One cutter between the Princessa Shoal and the Owers.
One cutter inside the Princessa.

3. The stations are never to be left without a cutter whenever the weather will permit of their being kept.

4. When a cutter leaves a station, having shipped all the pilots on board, the person having charge thereof shall, as far as possible, warn the other cutters to take the stations left.

5. When any cutter is brought into harbour to refit, the senior pilot belonging to her shall report the same to the Sub-Commissioners.

6. The Sub-Commissioners are authorised to prevent any cutter remaining unnecessarily in harbour, under any excuse whatever.

7. Not fewer than four pilots are to be attached to each cutter.

8. Every pilot shall be attached to such cutter as the Sub-Commissioners shall direct.

9. No pilot shall cruise in any but a licensed pilot cutter.

10. The senior pilot attached to each cutter shall be responsible that the log book is properly kept.

11. Entries are to be made in the log book of the following particulars, viz.:—

The time the cutter takes each station.
The names of the pilots on board at the time.
The position of the cutter every four hours.
The name of each pilot shipped, as well as the name of the ship of which he has taken charge.
The name of any ship, the master of which has declined a pilot's services, and the name of the pilot whose turn it was to take charge thereof.
The time and reason for the cutter leaving the station.

And the senior pilot on board shall certify, by his signature, to the correctness of the above entries every 24 hours.

12. The pilots shall produce their log books to the Sub-Commissioners for inspection twice in each quarter, and at other times when required.

13. The senior pilot on board each cutter is to be responsible that the day and night signals are duly exhibited.

14. No pilot, except those to whom permission has been already granted, shall be exclusively employed by any steamship company.

15. No pilot shall employ himself on board a yacht, except in his regular duty as a pilot, and on payment of the established rates of pilotage.

16. No pilot shall leave the district to take charge of an inward-bound vessel, without the express written permission of the Sub-Commissioners.

17. Pilots to incur a penalty if they neglect to report (on one of the forms provided for the purpose) any case of collision, grounding, or loss of anchor, which may occur to any vessel while in their charge.

## NAMES of PILOTS.

| | | |
|---|---|---|
| George Coote - - - aged 46 | George H. Keates - - aged 45 | Richard Crafts - - - aged 65 |
| James Cook - - - - 71 | John Steward - - - - 61 | Charles Osborne - - - - 41 |
| Emanuel Wade - - - - 70 | E. H. Osborne - - - - 48 | Frederick Osborne - - - 40 |
| R. H. Sweetman - - - 65 | Alfred H. Caws - - - - 45 | Henry Charles Caws - - - 39 |
| Ashford Caws - - - - 66 | Nicholas Love - - - - 44 | B. J. Caws - - - - - 38 |
| George C. Caws - - - - 63 | Joseph A. Caws - - - - 42 | S. J. Caws - - - - - 34 |
| Henry T. Davis - - - - 60 | R. C. Greenham - - - - 52 | G. W. Gill - - - - - 41 |
| John Coote, jun. - - - - 59 | E. W. Webb - - - - 55 | Henry Austin - - - - 40 |
| William H. Barron - - - 59 | Robert Newman - - - - 40 | E. D. Newman - - - - 34 |
| D. Newman - - - - 67 | Richard Denham - - - - 55 | A. T. Davis - - - - 32 |
| Jos. Harding - - - - 51 | John Gawn - - - - - 46 | George Austin - - - - 34 |
| John Wearne - - - - 39 | William Coote - - - - 52 | C. A. Caws - - - - - 34 |
| Jonas Denham - - - - 66 | Thomas Buxey - - - - 58 | Leonard Greenham - - - 28 |
| Alfred John Newman - - - 48 | Henry Knapp - - - - 46 | James Coote - - - - 27 |
| Daniel Corke, jun. - - - 51 | James Greenham - - - - 66 | William John Wallis - - - 26 |
| J. W. Andrews - - - - 61 | Jesse Proctor - - - - 52 | E. H. G. Love - - - - 25 |
| Albert Davis - - - - 49 | Edward P. Caws - - - - 68 | A. H. Davis - - - - 22 |
| Charles D. Harvey - - - 48 | A. Caws - - - - - 60 | |

*Cowes Harbour.*

| | |
|---|---|
| Jacob Long - - - aged 50 | Henry S. Stallard - - - aged 51 |

*Lymington.*

William D. Murray - - - - - aged 59.

*Chichester and Langstone Harbours.*

| | |
|---|---|
| Alfred Turner - - - aged 60 | George Miller - - - aged 52 |
| John Miller, jun. - - - 57 | John Barter - - - - 51 |

## Corporation of Trinity House of Deptford Strond—Isle of Wight—*continued.*

### RATES of PILOTAGE.

*Definition of Limits*:—From the Owers, within and without the Isle of Wight, to Peverell, and *vice versâ*, and to and from, and into and out of all Ports and Places within those limits, excepting those within the Poole and Southampton Districts.

| FROM | TO | 17 Feet and under. | Above 17 Feet and not exceeding 20 Feet. | Upwards of 20 Feet. |
|---|---|---|---|---|
| | | Per Foot. | Per Foot. | Per Foot. |
| | | *s. d.* | *s. d.* | *s. d.* |
| Beyond One Mile from Needles Point, and *vice versâ* | Portsmouth, Langston, or Lymington Harbours | 7 – | 9 – | 11 – |
| | Spithead, Motherbank, Stoke's Bay, Cowes Roads, or to a line drawn from the Lepe Buoy to Lee Point. | 5 6 | 6 6 | 7 6 |
| | Yarmouth or Lymington Roads, for ships anchoring and remaining thereat. | 2 6 | 3 – | 3 6 |
| | St. Helens | 6 6 | 7 6 | 8 6 |
| Within One Mile of the Needles Point, and *vice versâ* | Portsmouth, Langston, or Lymington Harbours | 6 – | 7 – | 9 – |
| | Spithead, Motherbank, Stoke's Bay, Cowes Roads, or to a line drawn from the Lepe Buoy to Lee Point. | 4 6 | 5 6 | 6 6 |
| | Yarmouth or Lymington Roads, for Ships anchoring and remaining thereat. | 2 – | 2 6 | 3 – |
| | St. Helens | 5 6 | 6 6 | 7 6 |
| Between the Needles Point and Hurst Castle, and *vice versâ* | Portsmouth, Langston, or Lymington Harbours | 4 – | 5 – | 6 – |
| | Spithead, Motherbank, Stoke's Bay, Cowes Roads, or to a line drawn from the Lepe Buoy to Lee Point. | 2 6 | 3 6 | 4 6 |
| | Yarmouth or Lymington Roads, for ships anchoring and remaining thereat. | 1 – | 1 6 | 2 – |
| | St. Helens | 3 6 | 4 6 | 5 6 |
| Between Hurst Castle and Newtown Creek, and *vice versâ* | Portsmouth, Langston, or Lymington Harbours | 3 – | 4 – | 5 – |
| | Spithead, Motherbank, Stoke's Bay, Cowes Roads, or to a line drawn from the Lepe Buoy to Lee Point. | 2 6 | 3 – | 3 6 |
| | St. Helens | 2 6 | 3 6 | 4 6 |
| Beyond One Mile seaward of Bembridge Ledge, and *vice versâ* | Portsmouth, Langston, or Lymington Harbours | 7 – | 9 – | 11 – |
| | Spithead, Motherbank, Stoke's Bay, Cowes Roads, or to a line drawn from the Lepe Buoy to Lee Point. | 5 6 | 6 6 | 7 6 |
| | St. Helens Roads, for ships anchoring and remaining thereat | 2 6 | 3 – | 3 6 |
| | Yarmouth or Lymington Roads | 6 6 | 7 6 | 8 6 |
| Within One Mile seaward of the Bembridge Ledge Buoy, and *vice versâ* | Portsmouth, Langston, or Lymington Harbours | 6 – | 7 – | 9 – |
| | Spithead, Motherbank, Stoke's Bay, Cowes Roads, or to a line drawn from the Lepe Buoy to Lee Point. | 4 6 | 5 6 | 6 6 |
| | St. Helens Roads, for ships anchoring and remaining thereat | 2 – | 2 6 | 3 – |
| | Yarmouth or Lymington Roads | 5 6 | 6 6 | 7 6 |
| Spithead, Motherbank, Stoke Bay, or Cowes Roads, and *vice versâ* | Portsmouth, Langston, or Lymington Harbours | 2 – | 3 – | 4 – |
| | St. Helens, or to a line drawn from the Lepe Buoy to Lee Point. | 1 6 | 1 6 | 1 6 |
| Cowes Roads, and *vice versâ* | Cowes Harbour | 1 6 | 1 6 | 1 6 |

The several pilotage rates herein specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam, and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel, for a part only of the distance for which such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Ships returning by distress of weather, contrary winds, or on account of accident into ports within the Isle of Wight District, are subject to pay one-half only of the rates herein specified.

A pilot taken on board a vessel outside the Needles Point or Nab Light shall be entitled to the following additional pay, viz.:—

| | £. *s.* *d.* | | £. *s.* *d.* |
|---|---|---|---|
| For a vessel under 500 tons | 1 – – | For a vessel of 500 tons and upwards | 2 – – |

The pilots of the Isle of Wight District have authority to supersede such of the London or Cinque Ports pilots as are licensed for the charge of vessels to the Isle of Wight, when they arrive near the channels leading into the ports and harbours within the Isle of Wight; but no master of a vessel is compelled to take an Isle of Wight pilot until at St. Helens, if he be piloted thereto by a duly licensed London or Cinque Ports pilot.

The following rates shall be chargeable for transporting vessels from one berth to another in Portsmouth or Cowes Harbours, but no pilot shall be entitled to claim the same in respect of any vessel which he has brought into harbour, unless he can prove to the Sub-Commissioners that the vessel could not be placed in her berth for discharging during the tide in which she came in, viz.:—

| | *s.* *d.* | | *s.* *d.* |
|---|---|---|---|
| For vessels not exceeding 200 tons | 10 6 | For vessels exceeding 300 tons | 21 – |
| For vessels exceeding 200 and not exceeding 300 „ | 15 – | | |

If a master choose to retain or employ a pilot whilst at anchor, the rate for the lay day is to be 7 *s.* 6 *d.* per day, not including the day coming in or going out.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—ISLE OF WIGHT—*continued.*

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Southampton - | 2 | 8 - - | 6 | 29 6 6 | 9 | 40 6 3 | 40 | 209 18 3 | 39 | 177 10 5 | 43 | 296 12 8 | 139 | 761 14 1 |
| From Sea to Cowes - - | - | - - | - | - - | 12 | 47 12 - | 10 | 45 2 5 | 27 | 109 18 9 | 21 | 67 7 11 | 70 | 270 1 1 |
| From Sea to Portsmouth - | - | - - | 1 | 3 18 9 | 8 | 29 5 3 | 4 | 15 16 3 | 30 | 120 16 3 | 5 | 20 12 7 | 48 | 190 9 1 |
| From Sea to Spithead, &c. - | - | - - | 2 | 8 10 2 | 26 | 106 17 8 | 42 | 188 6 7 | 77 | 305 18 9 | 31 | 122 5 4 | 178 | 731 18 6 |
| From Sea to Leap and Brambles | - | - - | 4 | 13 10 9 | 14 | 55 19 - | 213 | 985 7 1 | 51 | 231 11 - | 92 | 451 17 7 | 374 | 1,738 5 5 |
| From Sea to Chichester, &c. - | 16 | 17 12 - | 2 | 2 8 - | 1 | 1 4 - | - | - - | - | - - | - | - - | 19 | 21 4 - |
| From Sea to Yarmouth - - | - | - - | - | - - | 1 | 2 13 7 | 3 | 5 - 10 | 5 | 10 12 6 | - | - - | 9 | 18 6 11 |
| From Leap and Brambles to Southampton. | - | - - | 23 | 28 8 - | 3 | 3 14 3 | 210 | 335 10 8 | 9 | 15 4 9 | 88 | 142 15 7 | 333 | 525 13 3 |
| From Spithead to Southampton | 1 | 1 2 - | 11 | 15 10 11 | - | - - | 49 | 84 17 - | 23 | 28 15 3 | 53 | 76 13 6 | 137 | 206 18 8 |
| From Spithead to Portsmouth | - | - - | 20 | 28 15 8 | 18 | 16 3 - | 4 | 9 8 2 | 3 | 4 - - | 4 | 5 2 9 | 49 | 63 9 7 |
| From Yarmouth Roads to Southampton. | - | - - | - | - - | 1 | 3 7 6 | - | - - | - | - - | - | - - | 1 | 3 7 6 |
| Into and out of Places within District. | 279 | 222 3 - | 11 | 7 2 - | 8 | 7 10 - | 4 | 3 18 2 | 27 | 23 - - | 2 | 1 14 10 | 331 | 265 8 - |
| Distance Money - - - | - | - - | 6 | 9 - - | 39 | 47 8 - | 212 | 441 3 9 | 152 | 180 11 - | 124 | 226 12 6 | 533 | 904 15 3 |
| Transporting, &c. - - - | - | - - | 7 | 7 7 - | 4 | 4 2 6 | 4 | 4 2 6 | 33 | 27 10 6 | 1 | 1 - - | 49 | 44 2 6 |
| TOTAL - - - | 298 | 248 17 - | 93 | 153 17 9 | 144 | 366 3 - | 795 | 2,328 11 8 | 476 | 1,235 9 2 | 464 | 1,412 15 3 | 2,270 | 5,745 13 10 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Southampton to Sea - | - | - - | 7 | 29 13 3 | 3 | 9 3 - | 320 | 1,608 10 - | 24 | 71 6 6 | 177 | 835 1 - | 531 | 2,553 13 9 |
| From Cowes to Sea - - | - | - - | - | - - | 7 | 26 7 6 | 3 | 9 12 9 | 21 | 76 18 3 | 11 | 30 6 8 | 42 | 143 5 2 |
| From Portsmouth to Sea - | - | - - | 1 | 3 12 2 | 4 | 9 6 - | 9 | 45 - - | 10 | 34 13 6 | 5 | 18 5 6 | 29 | 110 17 2 |
| From Spithead, &c. to Sea - | - | - - | - | - - | 8 | 36 2 3 | 8 | 30 13 8 | 32 | 132 5 9 | 4 | 19 4 4 | 52 | 218 6 - |
| From Emsworth, &c. to Sea - | 17 | 12 - - | - | - - | - | - - | - | - - | - | - - | - | - - | 17 | 12 - - |
| From Yarmouth to Sea - - | - | - - | - | - - | 1 | 2 13 8 | 2 | 4 - 2 | - | - - | - | - - | 3 | 6 13 10 |
| From Portsmouth to Spithead | - | - - | 17 | 14 9 6 | 17 | 16 - - | 5 | 4 8 6 | 5 | 5 19 6 | 6 | 7 3 2 | 50 | 48 - 8 |
| From Southampton to Spithead | - | - - | 3 | 6 1 6 | 1 | 2 14 - | 4 | 4 5 9 | 9 | 16 2 - | 3 | 11 - 6 | 20 | 40 3 9 |
| From Southampton to Leap and Brambles. | 2 | 2 11 - | 9 | 6 14 5 | - | - - | 5 | 5 10 8 | 2 | 1 18 - | - | - - | 18 | 16 14 1 |
| TOTAL - - - | 19 | 14 11 - | 37 | 60 10 10 | 41 | 102 6 5 | 356 | 1,712 1 6 | 103 | 339 3 6 | 206 | 921 1 2 | 762 | 3,149 14 5 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## LOWESTOFT.

### NAMES of PILOTS.

*See* p. 111 of Parl. Paper, No. 204 of 1874.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 111 of Parl. Paper, No. 204 of 1874.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Roads | – | – – | 1 | 2 4 – | 3 | 8 10 – | 1 | 3 4 – | 19 | 51 – – | 1 | 2 6 – | 25 | 67 4 – |
| From Sea to Yarmouth Roads. | – | – – | – | – – | 3 | 8 10 – | – | – – | 9 | 24 18 – | – | – – | 12 | 33 8 – |
| From Sea to Harbour | 3 | 2 10 3 | 27 | 24 15 8 | 3 | 2 10 3 | 33 | 35 1 1 | 5 | 3 18 3 | 50 | 51 4 6 | 121 | 120 – – |
| From Sea to Gattway | 1 | 2 8 – | – | – – | 8 | 24 14 – | – | – – | 34 | 109 2 – | 3 | 8 – – | 46 | 144 4 – |
| From Roads to Harbour | 6 | 5 3 9 | 19 | 18 13 5 | 1 | – 12 – | 5 | 5 16 4 | 1 | – 16 6 | 21 | 20 6 10 | 53 | 51 8 10 |
| Distance Money | – | – – | 1 | 4 – – | 2 | 7 – – | – | – – | 23 | 54 7 – | 2 | 12 14 8 | 28 | 78 1 8 |
| TOTAL | 10 | 10 2 – | 48 | 49 13 1 | 20 | 51 16 3 | 39 | 44 1 5 | 91 | 244 1 9 | 77 | 94 12 – | 285 | 494 6 6 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Roads to Sea | 1 | 1 12 6 | 1 | 1 7 6 | 1 | 1 7 6 | – | – – | 20 | 27 13 9 | – | – – | 23 | 32 1 3 |
| From Harbour to Sea | – | – – | 27 | 21 14 9 | – | – – | 7 | 6 16 8 | 1 | – 13 6 | 31 | 23 9 – | 66 | 52 13 9 |
| From Gattway to Sea | 1 | 1 12 6 | 3 | 4 10 – | 1 | 1 15 – | – | – – | 26 | 35 18 9 | 4 | 5 16 3 | 35 | 49 12 6 |
| From Harbour to Roads | – | – – | 8 | 6 19 8 | – | – – | – | – – | – | – – | 13 | 10 11 3 | 21 | 17 10 11 |
| TOTAL | 2 | 3 5 – | 39 | 34 11 11 | 2 | 3 2 6 | 7 | 6 16 8 | 47 | 64 6 – | 48 | 39 16 6 | 145 | 151 18 5 |

## MALDON.

### NAMES of PILOTS.

*See* p. 82 of Parl. Paper, No. 178 of 1869. Add the name of Charles Chaney, aged 33.

### RATES of PILOTAGE.

The ates of Pilotage are the same as printed at p. 27 of Parl. Paper, No. 276 of 1875

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | OVERSEA. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | FOREIGN VESSELS. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | TOTALS. No. | Amount. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Stangate to Maldon | 142 | 83 15 9 | 9 | 3 6 3 | 2 | 1 2 – | 1 | – 12 6 | 2 | 2 10 – | | | 156 | 91 6 6 |
| Sea to Maldon | – | – – | – | – – | – | – – | – | – – | 1 | 2 16 – | | | 1 | 2 16 – |
| TOTAL | 142 | 83 15 9 | 9 | 3 6 3 | 2 | 1 2 – | 1 | – 12 6 | 3 | 5 6 – | | | 157 | 94 2 6 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Maldon to Stangate | 139 | 67 6 – | 7 | 3 2 6 | – | – – | – | – – | – | – – | | | 146 | 70 8 6 |
| From Maldon to Sea | – | – – | – | – – | – | – – | – | – – | 3 | 13 17 6 | | | 3 | 13 17 6 |
| TOTAL | 139 | 67 6 – | 7 | 3 2 6 | – | – – | – | – – | 3 | 13 17 6 | | | 149 | 84 6 – |

# MILFORD.

## NAMES of PILOTS.

*See* p. 28 of Parl. Paper, No. 276 of 1875. Omit the name of G. E. John; and add the name of John Watkins, aged 32.

## RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | OVERSEA. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | FOREIGN VESSELS. Not Towed by Steam. No. | Amount. | Towed by Steam. No. | Amount. | TOTALS. No. | Amount. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Milford Harbour, below a line drawn from Newton Noyse Point to Martin's Haven. | 1 | 1 – – | 2 | 6 13 4 | 3 | 4 5 – | 10 | 21 15 8 | 6 | 9 15 – | 5 | 6 13 – | 27 | 50 2 – |
| From Sea to Milford Harbour, above said line. | 1 | 1 – – | 1 | – 19 6 | 1 | 1 10 – | 1 | 2 12 6 | 3 | 3 3 – | – | – – | 7 | 9 5 – |
| From Sea to Pembroke Dock | 1 | 2 – 6 | 2 | 5 3 6 | 1 | 2 2 3 | 4 | 14 1 6 | 4 | 12 9 1 | 2 | 5 17 9 | 14 | 41 14 7 |
| TOTAL | 3 | 4 – 6 | 5 | 12 16 4 | 5 | 7 17 3 | 15 | 38 9 8 | 13 | 25 7 1 | 7 | 12 10 9 | 48 | 101 1 7 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Milford Harbour, below a line drawn from Newton Noyse Point to Martin's Haven, to Sea. | – | – – | 3 | 8 14 – | 4 | 5 5 – | 7 | 14 12 5 | 4 | 6 10 6 | 3 | 4 9 – | 21 | 39 10 11 |
| From Milford Harbour, above said line, to Sea. | – | – – | – | – – | 1 | 1 10 – | 1 | 2 12 6 | – | – – | – | – – | 2 | 4 2 6 |
| From Pembroke Dock to Sea | – | – – | 5 | 8 12 11 | 3 | 7 17 6 | 3 | 3 8 3 | 6 | 11 7 6 | 2 | 2 6 6 | 19 | 33 12 8 |
| TOTAL | – | – – | 8 | 17 6 11 | 8 | 14 12 6 | 11 | 20 13 2 | 10 | 17 18 – | 5 | 6 15 6 | 42 | 77 6 1 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## NEATH.

### NAMES of PILOTS.

*See* p. 29 of Parl. Paper, No. 276 of 1875. Omit the name of D. Perkins; and add the name of George Perrett, aged 25.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 276 of 1875.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to 1st Station | 22 | 13 10 1 | 1,193 | 673 5 8 | - | - - | 3 | 2 12 10 | 117 | 59 1 2 | 1,335 | 748 9 9 |
| From Sea to 2nd Station | 6 | 3 11 3 | 156 | 96 13 10 | 2 | 1 5 - | - | - - | 19 | 10 4 1 | 183 | 111 16 2 |
| From Sea to 3rd Station | 2 | 2 - 4 | 54 | 27 15 1 | - | - - | - | - - | 7 | 4 14 9 | 63 | 34 10 2 |
| TOTAL - - - | 30 | 19 1 8 | 1,403 | 797 16 7 | 2 | 1 5 - | 3 | 2 12 10 | 143 | 74 - - | 1,581 | 894 16 1 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From 1st Station to Sea | 17 | 12 16 2 | 1,195 | 840 14 8 | - | - - | 4 | 2 16 8 | 109 | 63 18 10 | 1,325 | 920 6 4 |
| From 2nd Station to Sea | - | - - | 169 | 134 14 11 | 2 | 1 9 - | - | - - | 22 | 15 17 9 | 193 | 152 1 8 |
| From 3rd Station to Sea | - | - - | 37 | 23 - 10 | - | - - | - | - - | 10 | 7 4 5 | 47 | 30 5 3 |
| TOTAL - - - | 17 | 12 16 2 | 1,401 | 998 10 5 | 2 | 1 9 - | 4 | 2 16 8 | 141 | 87 1 - | 1,565 | 1,102 13 3 |

## NEWHAVEN.

### NAMES of PILOTS.

*See* p. 75 of Parl. Paper, No. 178 of 1869. Omit the name of E. Medhurst; and add the name of William Mockford, aged 38.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 30 of Parl. Paper, No. 276 of 1875.

## CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEWHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour - | 63 | 73 11 3 | 156 | 197 4 9 | 2 | 2 - 6 | 5 | 7 16 6 | 4 | 6 2 - | 13 | 15 19 5 | 243 | 302 14 5 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Sea - | 72 | 43 16 3 | 138 | 67 6 11 | - | - - | 5 | 3 6 6 | 4 | 2 16 - | 13 | 7 12 10 | 232 | 124 18 6 |
| Distance Money - - | - | - - | 1 | 2 12 6 | 2 | 16 10 - | 1 | 2 7 3 | - | - - | 1 | 6 15 - | 5 | 28 4 9 |
| TOTAL - - - | 73 | 43 16 3 | 139 | 69 19 5 | 2 | 16 10 - | 6 | 5 13 9 | 4 | 2 16 - | 14 | 14 7 10 | 237 | 153 3 3 |

# PADSTOW.

## NAMES of PILOTS.

*See* p. 114 of Parl. Paper, No. 204 of 1874.

## RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 31 of Parl. Paper, No. 276 of 1875.

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Stepper Point to Padstow. | 305 | 150 13 4 | 4 | 1 16 10 | 5 | 2 18 8 | 3 | 5 8 9 | 11 | 19 7 4 | 1 | 2 18 6 | 329 | 183 3 5 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Padstow to Stepper Point. | 61 | 23 2 6 | - | - - | 1 | - 16 6 | 3 | 4 5 6 | 2 | 1 13 - | 1 | 1 7 - | 68 | 31 4 6 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

# PENZANCE.

## NAMES of PILOTS.

*See* p. 115 of Parl. Paper, No. 204 of 1874.

## RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 37 of Parl. Paper, No. 264 of 1863.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour | 60 | 14 6 6 | 48 | 17 10 – | 18 | 19 11 – | 16 | 21 7 9 | 41 | 41 1 9 | 1 | 1 6 3 | 184 | 115 3 3 |
| From Sea to Roads | – | – – – | – | – – – | 1 | 1 15 – | 5 | 8 5 – | 5 | 6 3 – | – | – – – | 11 | 16 3 – |
| From Roads to Harbour | – | – – – | – | – – – | 1 | – 19 6 | 5 | 4 1 8 | 4 | 3 7 – | 1 | – 17 – | 11 | 8 15 2 |
| Distance Money | 6 | 2 10 – | – | – – – | 14 | 7 9 6 | 12 | 15 4 – | 34 | 27 – – | 1 | – 5 – | 67 | 52 8 6 |
| TOTAL | 66 | 16 16 6 | 48 | 17 10 – | 34 | 29 15 – | 38 | 48 18 5 | 84 | 77 11 9 | 3 | 2 8 3 | 273 | 192 9 11 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Sea | 59 | 11 19 6 | 44 | 14 3 – | 12 | 11 12 – | 20 | 29 4 9 | 18 | 11 17 3 | 1 | 1 6 3 | 154 | 80 2 9 |

# PLYMOUTH.

## NAMES of PILOTS.

*See* p. 115 of Parl Paper, No. 204 of 1874. Omit the name of T. Noble, junior; and add the name of Charles H. Sheldon, age 32.

## RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 32 of Parl Paper, No. 276 of 1875.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Sound | 11 | 18 18 6 | 9 | 20 17 4 | 181 | 417 14 – | 199 | 420 2 10 | 259 | 523 19 11 | 121 | 267 4 9 | 780 | 1,668 17 4 |
| From Sea to Catwater | 7 | 17 6 – | 3 | 7 19 9 | 48 | 114 10 – | 6 | 9 15 – | 45 | 94 12 – | 5 | 10 13 – | 114 | 254 15 9 |
| From Sea to Mill Bay | – | – – – | 18 | 42 5 3 | 3 | 12 15 – | 19 | 42 1 9 | 7 | 21 11 – | 16 | 44 12 10 | 63 | 163 5 10 |
| From Sea to Hamoaze | 1 | 2 2 – | 2 | 4 17 10 | 11 | 23 4 – | 2 | 7 12 6 | 2 | 4 4 – | 1 | 1 19 3 | 19 | 43 19 7 |
| From Sea to Sutton Pool | – | – – – | 5 | 7 17 10 | 10 | 22 2 – | 10 | 12 1 6 | 10 | 26 – – | 1 | 2 6 – | 36 | 70 7 4 |
| From Sea to Stonehouse | 1 | 1 7 6 | 4 | 7 10 9 | 7 | 14 4 6 | – | – – – | 4 | 12 15 3 | 3 | 10 8 – | 19 | 46 7 – |
| From Sound to Catwater | – | – – – | 1 | 1 2 6 | 6 | 14 3 7 | 25 | 51 3 4 | 5 | 9 18 3 | 20 | 33 4 8 | 57 | 109 12 4 |
| From Sound to Mill Bay | – | – – – | 2 | 3 5 3 | 8 | 21 – 6 | 18 | 34 11 3 | 8 | 13 17 1 | 23 | 47 – 4 | 59 | 119 14 5 |
| From Sound to Hamoaze | – | – – – | 1 | 2 2 – | – | – – – | 4 | 8 14 6 | – | – – – | 7 | 13 15 10 | 12 | 24 12 4 |
| From Sound to Sutton Pool | – | – – – | 2 | 3 3 – | 2 | 1 16 – | 6 | 7 19 2 | 5 | 7 17 6 | 3 | 3 16 6 | 18 | 24 12 2 |
| From Sound to Stonehouse | – | – – – | – | – – – | 4 | 6 17 6 | 12 | 23 9 6 | 5 | 7 15 7 | 12 | 22 3 – | 33 | 60 5 7 |
| Distance Money | 2 | 1 10 – | 6 | 15 4 – | 32 | 81 13 – | 59 | 125 7 9 | 75 | 146 10 6 | 49 | 140 7 – | 223 | 510 12 3 |
| Transporting, &c. | – | – – – | – | – – – | – | – – – | 8 | 3 3 6 | – | – – – | 1 | – 15 – | 9 | 3 18 6 |
| TOTAL | 22 | 41 4 – | 53 | 116 5 6 | 312 | 730 – 1 | 368 | 746 2 7 | 425 | 869 2 1 | 262 | 598 6 2 | 1,442 | 3,101 – 5 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Sound to Sea | 2 | 4 8 6 | 4 | 7 5 6 | 105 | 225 14 2 | 187 | 308 13 6 | 112 | 223 3 5 | 121 | 262 11 2 | 531 | 1,121 16 3 |
| From Catwater to Sea | – | – – – | 2 | 2 8 – | 20 | 41 5 – | 13 | 26 8 – | 11 | 27 – – | 17 | 31 9 – | 63 | 128 10 – |
| From Mill Bay to Sea | – | – – – | 22 | 46 8 – | 4 | 12 8 – | 21 | 44 3 11 | 4 | 9 14 – | 29 | 68 18 1 | 80 | 181 12 – |
| From Hamoaze to Sea | – | – – – | 1 | 1 17 6 | 4 | 6 8 6 | – | – – – | 1 | 1 12 – | 1 | 1 16 – | 7 | 11 14 – |
| From Sutton Pool to Sea | – | – – – | 3 | 3 12 – | 7 | 11 12 – | 8 | 12 11 3 | – | – – – | 5 | 7 8 – | 23 | 35 3 3 |
| From Stonehouse to Sea | – | – – – | 3 | 5 – 6 | 2 | 4 4 – | 2 | 3 8 – | 2 | 3 19 6 | 11 | 17 15 – | 20 | 34 7 – |
| From Catwater to Sound | – | – – – | 1 | – 16 10 | – | – – – | 6 | 12 – 1 | – | – – – | – | – – – | 7 | 12 16 11 |
| From Mill Bay to Sound | – | – – – | – | – – – | 1 | 3 1 3 | 7 | 14 16 8 | – | – – – | 1 | 1 2 6 | 9 | 19 – 5 |
| From Hamoaze to Sound | – | – – – | – | – – – | – | – – – | 1 | 1 10 – | – | – – – | – | – – – | 1 | 1 10 – |
| From Sutton Pool to Sound | – | – – – | – | – – – | – | – – – | 1 | – 16 10 | – | – – – | – | – – – | 1 | – 16 10 |
| From Stonehouse to Sound | 1 | 1 10 – | – | – – – | 2 | 5 1 6 | 3 | 5 10 3 | – | – – – | 1 | 2 5 11 | 7 | 14 7 8 |
| TOTAL | 3 | 5 18 6 | 36 | 67 8 4 | 145 | 309 14 5 | 249 | 519 18 6 | 130 | 265 8 11 | 186 | 393 5 8 | 749 | 1,561 14 4 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## POOLE.

### NAMES of PILOTS.

*See* p. 39 of Parl. Paper, No. 408 of 1867.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 39 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Poole - - | 230 | 197 14 7 | 123 | 100 16 11 | 10 | 13 9 - | 7 | 9 1 11 | 36 | 46 14 - | 27 | 44 1 7 | 433 | 411 18 - |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Poole to Sea - - | 186 | 163 6 5 | 127 | 95 - 6 | 8 | 9 14 - | 8 | 9 10 1 | 15 | 14 11 6 | 32 | 34 14 6 | 376 | 326 17 - |
| Lay Days, &c. - - | - | - - | - | - - | - | - - | - | - - | - | - - | 4 | 1 10 - | 4 | 1 10 - |
| TOTAL - - - | 186 | 163 6 5 | 127 | 95 - 6 | 8 | 9 14 - | 8 | 9 10 1 | 15 | 14 11 6 | 36 | 36 4 6 | 380 | 328 7 - |

## PORTMADOC.

### NAMES of PILOTS.

*See* p. 120 of Parl. Paper, No. 232 of 1873.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 40 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| BISTANCES for which PILOTED. | BRITISH VESSELS. | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | OVERSEA. | | | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour - - - - | 303 | 111 14 2 | 219 | 136 8 4 | 1 | - 11 10 | 523 | 248 14 4 |

(2.)—OUTWARDS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| From Harbour to Sea - - - - | 301 | 153 - 1 | 222 | 172 6 10 | 1 | - 15 9 | 524 | 326 2 8 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## ROCHESTER.

### NAMES of PILOTS.

*See* p. 89 of Parl. Paper, No. 178 of 1869. Omit the name of J. R. Brown; and add the name of E. J. Clark, age 34.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | OVERSEA. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | FOREIGN VESSELS. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | TOTALS. No. | Amount. £. s. d. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Sheerness to Chatham | 2 | 6 1 – | 1 | 2 19 3 | 5 | 15 11 – | 10 | 32 2 5 | 35 | 84 11 – | 12 | 35 13 1 | 65 | 176 17 9 |
| From Nore to Chatham | 3 | 11 3 6 | 1 | 1 11 6 | 2 | 7 5 – | 1 | 2 6 6 | 43 | 137 2 6 | 4 | 9 10 – | 54 | 168 19 – |
| From Nore to Sheerness | – | – – | 1 | 1 16 – | – | – – | – | – – | 2 | 3 5 6 | 73 | 76 – 3 | 76 | 81 1 9 |
| TOTAL | 5 | 17 4 6 | 3 | 6 6 9 | 7 | 22 16 – | 11 | 34 8 11 | 80 | 224 19 – | 89 | 121 3 4 | 195 | 426 18 6 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Sheerness to Sea | – | – – | – | – – | – | – – | – | – – | 6 | 34 15 – | 3 | 22 3 3 | 9 | 56 18 3 |
| From Rochester and Chatham to Sea. | – | – – | – | – – | – | – – | – | – – | 22 | 145 4 6 | 5 | 31 12 11 | 27 | 176 17 5 |
| From Chatham to Nore | 1 | 2 17 – | 3 | 7 6 3 | – | – – | – | – – | 1 | 2 12 – | – | – – | 5 | 12 15 3 |
| From Sheerness to Nore | – | – – | 2 | 3 16 6 | – | – – | – | – – | – | – – | 67 | 67 – – | 69 | 70 16 6 |
| From Chatham to Sheerness | – | – – | 3 | 4 19 3 | – | – – | – | – – | – | – – | 1 | 1 9 – | 4 | 6 8 3 |
| TOTAL | 1 | 2 17 – | 8 | 16 2 – | – | – – | – | – – | 29 | 182 11 6 | 76 | 122 5 2 | 114 | 323 15 8 |

## RYE.

### NAMES of PILOTS.

*See* p. 35 of Parl. Paper, No. 276 of 1875.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 41 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. COASTERS. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | OVERSEA. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | FOREIGN VESSELS. Not Towed by Steam. No. | Amount. £. s. d. | Towed by Steam. No. | Amount. £. s. d. | TOTALS. No. | Amount. £. s. d. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Sea to Pier | 1 | 1 4 9 | 44 | 44 4 11 | – | – – | 4 | 5 8 – | 1 | 1 19 – | 1 | 1 7 – | 51 | 54 3 8 |
| From Sea to Town | – | – – | 2 | 1 12 8 | 1 | 1 4 9 | – | – – | – | – – | 2 | 1 15 6 | 5 | 4 12 11 |
| TOTAL | 1 | 1 4 9 | 46 | 45 17 7 | 1 | 1 4 9 | 4 | 5 8 – | 1 | 1 19 – | 3 | 3 2 6 | 56 | 58 16 7 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Pier to Sea | – | – – | 15 | 8 11 9 | – | – – | 3 | 1 11 6 | – | – – | 2 | 1 6 3 | 20 | 11 9 6 |
| From Town to Sea | – | – – | 1 | 1 12 – | – | – – | 1 | – 14 – | 1 | – 15 9 | 1 | – 12 3 | 4 | 3 14 – |
| TOTAL | – | – – | 16 | 10 3 9 | – | – – | 4 | 2 5 6 | 1 | – 15 9 | 3 | 1 18 6 | 24 | 15 3 6 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## ST. IVES (HAYLE).

### NAMES of PILOTS.

*See* p. 82 of Parl. Paper, No. 206 of 1870. Omit the name of Thomas Love.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at pp. 82 and 83, of Parl. Paper, No. 206 of 1870.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Portreath - | 30 | 11 17 - | 57 | 14 15 - | - | - - - | - | - - - | - | - - - | - | - - - | 87 | 26 12 - |
| From Sea to St. Ives - | 55 | 13 15 10 | 8 | 2 6 2 | 4 | 3 17 3 | 2 | 2 14 6 | 1 | 1 5 - | - | - - - | 70 | 43 18 9 |
| From Sea to Hayle - - | 57 | 19 4 7 | 383 | 196 9 10 | 2 | 2 1 1 | 14 | 13 17 6 | 5 | 3 14 9 | 9 | 6 16 - | 470 | 242 3 9 |
| From St. Ives to Hayle - | - | - - - | 2 | - 11 - | - | - - - | - | - - - | - | - - - | - | - - - | 2 | - 11 - |
| TOTAL - - - | 142 | 44 17 5 | 450 | 214 2 - | 6 | 5 18 4 | 16 | 16 12 - | 6 | 4 19 9 | 9 | 6 16 - | 629 | 313 5 6 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Portreath to Sea - | 30 | 11 17 - | 59 | 14 15 - | - | - - - | - | - - - | - | - - - | - | - - - | 89 | 26 12 - |
| From St. Ives to Sea - | 34 | 6 17 11 | 3 | - 15 9 | - | - - - | 1 | 1 7 - | 1 | 1 19 - | - | - - - | 39 | 10 19 8 |
| From Hayle to Sea - - | 31 | 8 2 8 | 160 | 56 5 3 | - | - - - | 2 | 1 19 3 | - | - - - | 3 | 1 4 3 | 196 | 67 11 5 |
| From Hayle to St. Ives - | - | - - - | 3 | - 18 5 | - | - - - | - | - - - | - | - - - | - | - - - | 3 | - 18 5 |
| TOTAL - - - | 95 | 26 17 7 | 225 | 72 14 5 | - | - - - | 3 | 3 6 3 | 1 | 1 19 - | 3 | 1 4 3 | 327 | 106 1 6 |

## SCILLY.

### NAMES of PILOTS.

*See* p. 36 of Parl. Paper, No. 276 of 1875. Omit the name of W. P. Hicks; and add the name of Walter Bickford, aged 34.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 36 of Parl. Paper, No. 276 of 1875.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Scilly - - | 27 | 28 13 10 | 5 | 8 6 4 | 78 | 295 18 4 | 17 | 79 9 7 | 73 | 281 10 10 | 5 | 38 9 4 | 205 | 732 8 9 |
| Lay Days, &c. - - - | - | - - - | - | - - - | 11 | 6 6 - | 1 | - 10 6 | - | - - - | 23 | 12 1 6 | 35 | 18 18 - |
| TOTAL - - - | 27 | 28 13 10 | 5 | 8 6 4 | 89 | 302 4 4 | 18 | 80 - 1 | 73 | 281 10 10 | 28 | 50 10 10 | 240 | 751 6 8 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Scilly to Sea - - | 24 | 17 11 4 | 6 | 6 - 11 | 66 | 144 8 4 | 14 | 37 6 6 | 68 | 156 7 5 | 4 | 11 12 8 | 182 | 373 7 2 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## SHOREHAM.

### NAMES of PILOTS.

*See* p. 37 of Parl. Paper, No. 276 of 1875. Omit the names of W. Richards and R. Brazier, junior.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 43 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Shoreham - | 7 | 5 4 9 | 278 | 325 7 10 | - | - - | 34 | 40 10 9 | 1 | - 10 6 | 47 | 55 16 2 | 367 | 427 10 - |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Shoreham to Sea - | 3 | 1 19 6 | 278 | 136 13 9 | 1 | 1 6 - | 31 | 16 16 - | 1 | - 7 6 | 49 | 22 9 8 | 363 | 179 12 5 |

## SOUTHAMPTON.

### RULES AND REGULATIONS.

1. THE cutters are to cruise within a line drawn from Lepe Buoy to Lee Point.

2. No pilot to cruise in any but a licensed cutter, nor be shipped on board a vessel beyond the limits for which such cutter is licensed.

3. Every pilot shall be attached to such cutter as the Sub-Commissioners shall direct.

4. When any cutter is brought into harbour to refit, the senior pilot belonging to her shall report the same to the Sub-Commissioners.

5. The senior pilot attached to each cutter shall be responsible that the log-book is properly kept, and shall produce the same to the Sub-Commissioners for inspection twice in each quarter, and at other times when required.

6. The senior pilot on board each cutter shall be responsible that the day and night signals are duly exhibited.

7. No pilot shall leave the district to take charge of a vessel.

8. No pilot shall employ himself on board a yacht except in his regular duty as a pilot, and on payment of the established rates of pilotage.

9. Pilots to incur a penalty if they neglect to report (on one of the forms provided for the purpose) any case of collision, grounding, or loss of anchor, which may occur to any vessel while in their charge.

### NAMES of PILOTS.

Nicholls, Jno. - - - aged 61
Tubbs, George - - - - 60
Waters, William - - - 54
Hurst, William James - - 39
Nicholls, William - - - 38
Nicholls, Jno., junior - - 37
Pearce, R. S. - - - - 35
Tubbs, George William - aged 34
Eldridge, George - - - 48
Bowyer, William Charles - - 29
Pearce, William S. - - - 28
Waters, E. - - - - 54
Hurst, A. - - - - 44
Bowyer, James Thomas - - 39
Penny, Edward - - aged 23
Gadd, William A. - - - 23

*River Pilots.*

Wild, David - - - - 59
Dibden, John - - - - 53
Wild, Charles - - - - 38

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SOUTHAMPTON—*continued.*

## RATES of PILOTAGE.

*Definition of Limits:*—From a line drawn from Lepe Buoy to Lee Point, to all Ports and Places within the Southampton Water, and from all Ports and Places within the Southampton Water to Sea.

From any Place within a line drawn from Lepe Buoy to Lee Point to Southampton, Hamble, or Bursledon:

| | Per Foot. |
|---|---|
| For vessels drawing 17 feet and under - | 1 *s* 6 *d.* |
| For vessels drawing more than 17 feet, and not exceeding 20 feet - - - - | 2 *s.* 6 *d.* |
| For vessels drawing more than 20 feet - | 3 *s* 6 *d.* |

From any Place within a line drawn from Lepe Buoy to Lee Point to Eling, Redbridge, Northam, or Chapel, 1 *s.* per foot more than the above rates.

If a vessel, inward-bound, be not boarded until she is E.N.E. of Calshot Castle, the pilot shall be entitled to only one-third of the rate of pilotage.

| From Southampton to Sea: | Per Foot. |
|---|---|
| For vessels drawing 17 feet and under - - | 6 *s.* |
| For vessels drawing more than 17 feet, and not exceeding 20 feet - - - - - | 7 *s.* |
| For vessels drawing more than 20 feet - - | 9 *s.* |

For removing Vessels from one place to another within the Southampton Water, the following Rates, viz.:

| | Per Foot. |
|---|---|
| From Southampton to Redbridge, Eling, Northam, or Chapel, and *vice versâ* - | 1 *s.* |
| From Southampton to Hamble, Bursledon, Leap, or Buckler's Hard, or Beaulieu, and *vice versâ* - - - - - - | 1 *s.* 6 *d.* |

and for any intermediate distance, a proportionate part of the above rates.

The several pilotage rates herein specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

If a master choose to retain or employ a pilot while at anchor, the rate for the lay days is to be 7 *s.* 6 *d.* per day, not including the day coming in or going out.

# TEIGNMOUTH.

## NAMES of PILOTS.

*See* p. 91 of Parl. Paper, No. 178 of 1869.

## RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 45 of Parl. Paper, No. 264 of 1873.

## AMOUNT received for PILOTAGE of VESSELS in 1875.

### (1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour - | 36 | 31 1 - | 160 | 188 10 7 | - | - - - | 11 | 12 13 5 | 2 | 2 - - | 17 | 19 19 1 | 226 | 254 4 1 |

### (2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Sea - | 16 | 8 8 10 | 161 | 94 18 5 | 1 | 1 - - | 6 | 4 - 2 | 1 | - 9 - | 14 | 9 12 - | 199 | 118 8 5 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## WELLS.

### NAMES of PILOTS.

*See* p. 43 of Parl. Paper, No. 408 of 1867.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 46 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Towed by Steam. | | Not Towed Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Wells - - | – | - - | 74 | 13 14 2 | 1 | – 13 4 | – | - - | 3 | 1 6 – | 78 | 15 13 6 |
| (2.)—OUTWARDS. | | | | | | | | | | | | |
| From Wells to Sea - - | 1 | – 9 – | 59 | 13 12 3 | – | - - | 1 | – 7 – | 2 | – 14 3 | 63 | 14 18 6 |

## WEYMOUTH.

### NAMES of PILOTS.

*See* p. 38 of Parl. Paper, No. 276 of 1875. Omit the name of H. Atwooll; and add the name of James Benfield, aged 23

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 47 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Weymouth and Portland Roads to Harbour. | 54 | 77 2 – | 11 | 14 9 5 | 5 | 7 5 6 | 1 | 1 7 – | 7 | 6 17 6 | 1 | 1 9 3 | 79 | 108 10 8 |
| From Sea to Weymouth Roads and Portland Harbour. | 7 | 12 19 – | 13 | 10 17 1 | 15 | 34 5 6 | 30 | 31 – 10 | 48 | 94 5 – | 5 | 8 18 6 | 118 | 192 5 11 |
| From Sea to Lyme - - | 21 | 19 15 – | – | - - - | – | - - - | – | - - - | 1 | – 13 – | – | - - | 22 | 20 8 – |
| Distance Money - - | – | - - | – | - - | 6 | 45 14 – | 1 | 8 – – | 4 | 18 2 – | – | - - | 11 | 71 16 – |
| TOTAL - - - | 82 | 109 16 – | 24 | 25 6 6 | 26 | 87 5 – | 32 | 40 7 10 | 60 | 119 17 6 | 6 | 10 7 9 | 230 | 393 – 7 |
| (2.)—OUTWARDS. | | | | | | | | | | | | | | |
| From Weymouth Harbour to Weymouth and Portland Roads. | 11 | 13 – 3 | 8 | 7 11 – | 2 | 2 11 6 | 2 | 2 10 10 | 1 | 1 2 6 | 1 | 1 9 3 | 25 | 28 5 – |
| From Weymouth and Portland Roads to Sea. | 2 | 3 12 – | 10 | 8 8 9 | 8 | 19 19 – | 23 | 24 7 – | 19 | 40 15 6 | 1 | 1 7 – | 63 | 98 9 1 |
| From Lyme to Sea - - | 25 | 26 13 – | – | - - - | – | - - - | – | - - - | – | - - - | – | - - - | 25 | 26 13 – |
| TOTAL - - - | 38 | 43 5 3 | 18 | 15 19 9 | 10 | 22 10 6 | 25 | 26 17 10 | 20 | 41 18 – | 2 | 2 16 3 | 113 | 153 7 1 |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

## WOODBRIDGE.

### NAMES of PILOTS.

*See* p. 39 of Parl. Paper, No. 276 of 1875.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 48 of Parl. Paper, No. 264 of 1863.

### AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Not Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Harbour | 354 | 87 18 11 | 2 | – 7 4 | 4 | 1 14 11 | 4 | 2 7 2 | 364 | 92 8 4 |
| From Sea to Bowships | 6 | 3 5 4 | – | – – | – | – – | – | – – | 6 | 3 5 4 |
| From Bowships to Woodbridge | 146 | 55 1 – | 1 | – 4 2 | 4 | 1 19 3 | 5 | 3 9 10 | 156 | 60 14 3 |
| Tide Work, &c. | 49 | 8 4 1 | – | – – | – | – – | – | – – | 49 | 8 4 1 |
| TOTAL | 555 | 154 9 4 | 3 | – 11 6 | 8 | 3 14 2 | 9 | 5 17 – | 575 | 164 12 – |

(2.)—OUTWARDS.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| From Harbour to Sea | 358 | 83 2 3 | 3 | – 10 11 | – | – – | 1 | – 7 11 | 362 | 84 1 1 |
| From Woodbridge to Bowships | 139 | 38 3 5 | 1 | – 3 2 | – | – – | 1 | – 6 8 | 141 | 38 13 3 |
| From Woodbridge te Harbour | 8 | 4 16 4 | – | – – | – | – – | – | – – | 8 | 4 16 4 |
| TOTAL | 505 | 126 2 4 | 4 | – 14 1 | – | – – | 2 | – 14 7 | 511 | 127 10 8 |

## YARMOUTH.

### NAMES of PILOTS.

*See* p. 122 of Parl. Paper, No. 204 of 1874. Omit the name of John Salmon; and add the names of Able Adams, aged 34, and John Doubledee, aged 27.

### RATES of PILOTAGE.

The Rates of Pilotage are the same as printed at p. 122 of Parl. Paper, No. 204 of 1874.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—YARMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1875.

(1.)—INWARDS.

| DISTANCES for which PILOTED. | BRITISH VESSELS. | | | | | | | | FOREIGN VESSELS. | | | | TOTALS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | COASTERS. | | | | OVERSEA. | | | | | | | | | |
| | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | Not Towed by Steam. | | Towed by Steam. | | | |
| | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. | No. | Amount. |
| | | £. s. d. | | £ s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. | | £. s. d. |
| From Sea to Roads - - | 2 | 4 12 – | – | – – – | 11 | 28 6 – | 1 | 3 – – | 33 | 85 7 – | 13 | 42 7 6 | 60 | 163 12 6 |
| From Roads to Harbour - | 7 | 7 14 1 | 82 | 98 16 1 | 4 | 5 12 6 | 61 | 102 – 11 | 7 | 5 13 6 | 111 | 168 13 1 | 272 | 388 10 2 |
| Fishing Vessels - - | 131 | 33 15 – | – | – – – | – | – – – | – | – – – | – | – – – | – | – – – | 131 | 33 15 – |
| TOTAL - - - | 140 | 46 1 1 | 82 | 98 16 1 | 15 | 33 18 6 | 62 | 105 – 11 | 40 | 91 – 6 | 124 | 211 – 7 | 463 | 585 17 8 |

(2.)—OUTWARDS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From Roads to Sea - - | – | – – – | 4 | 4 19 3 | 4 | 5 1 6 | 1 | 2 10 7 | 23 | 31 15 – | 9 | 17 18 – | 41 | 62 4 4 |
| From Harbour to Roads - | – | – – – | 57 | 61 7 3 | – | – – – | 14 | 17 16 10 | – | – – – | 75 | 71 16 2 | 146 | 151 – 3 |
| Fishing Vessels, &c. - - | 23 | 5 19 – | – | – – – | – | – – – | – | – – – | – | – – – | – | – – – | 23 | 5 19 – |
| TOTAL - - - | 23 | 5 19 – | 61 | 66 6 6 | 4 | 5 1 6 | 15 | 20 7 5 | 23 | 31 15 – | 84 | 89 14 2 | 210 | 219 3 7 |

## SUMMARY OF THE TRINITY HOUSE RETURNS.

### As to PILOTS.

| | |
|---|---|
| Number of Pilots in the London District - - - - - - - - - | 509 |
| Number of Pilots in the Outport Districts - - - - - - - - | 512 |
| AGGREGATE NUMBER - - - | 1,021 |

### As to RECEIPTS for PILOTAGE.

| | INWARDS. | OUTWARDS. |
|---|---|---|
| Amount received for Pilotage: | £. s. d. | £. s. d. |
| In London District - - - - - - - | 85,259 13 – | 59,369 11 1 |
| In Outport Districts - - - - - - - | 29,558 19 5 | 16,465 9 10 |
| £. | 114,818 12 5 | 75,835 – 11 |

AGGREGATE RECEIPTS - - - - £. 190,653. 13. 4.

Trinity House, London,
12 August 1876.

*Robin Allen,*
Secretary.

# PILOTAGE (YARMOUTH TO THE THAMES).

RETURN to an Order of the Honourable The House of Commons, dated 19 June 1876;—*for*,

RETURNS "of SUB-COMMISSIONERS or AGENTS appointed by the TRINITY HOUSE, with respect to PILOTAGE from YARMOUTH (inclusive) to the THAMES (exclusive)":—

| NAME. | PROFESSION. | Date of Appointment. | For what District. | Where Residing. |
|---|---|---|---|---|
| | | | | |

"And of PILOTS Licensed or Authorised by the TRINITY HOUSE for the NORTH CHANNEL, and from YARMOUTH (inclusive) to the THAMES (exclusive)":—

| NAME. | Age. | For what District Licensed. | By what Sub-Commissioners or Agents recommended. | When Appointed. | Amount of Poundage paid on Earnings between 1st January 1875 and 31st December 1875. |
|---|---|---|---|---|---|
| | | | | | |

[As furnished by the Corporation of Trinity House.]

Board of Trade, 18 July 1876.

T. H. FARRER.

(*Colonel Jervis.*)

*Ordered, by* The House of Commons, *to be Printed*, 20 *July* 1876.

RETURN of SUB-COMMISSIONERS or AGENTS appointed by the TRINITY HOUSE with respect to PILOTAGE from YARMOUTH (inclusive) to the THAMES (exclusive): — And of PILOTS Licensed or authorized by the TRINITY HOUSE for the NORTH CHANNEL and from YARMOUTH (inclusive) to the THAMES (exclusive).

I.—RETURN of SUB-COMMISSIONERS or AGENTS appointed by the TRINITY HOUSE with respect to PILOTAGE from YARMOUTH (inclusive) to the THAMES (exclusive).

| NAME. | PROFESSION. | Date of Appointment. | For what District. | Where Residing. |
|---|---|---|---|---|
| Percy Baumgartner | Gentleman | 1 Mar. 1867 | Yarmouth | Gorlestone. |
| James W. D. Keogh | Collector of Her Majesty's Customs | 13 Jan. 1876 | ditto | Yarmouth. |
| Thomas Emerson | Master Mariner and Trinity House Superintendent. | ditto | ditto | ditto. |
| Robert C. Fowler | Commander in the Honourable Company's Service. | 3 May 1853 | Lowestoft | Lowestoft. |
| James Breame | Late Harbour Master | ditto | ditto | ditto. |
| John Robertson | Collector of Her Majesty's Customs | 22 June 1854 | ditto | ditto. |
| William Robert Brufton | Formerly Master Mariner, now Merchant | 5 Mar. 1867 | Southwold | Southwold. |
| Newson Garrett | Merchant | 2 Dec. 1854 | Aldbro' | Aldbro'. |
| William Trott | Master Mariner | 2 Nov. 1847 | Woodbridge | Woodbridge. |
| Henry Fisher | Officer of Her Majesty's Customs | 5 June 1873 | ditto | ditto. |
| John Emra Holmes | Collector of Her Majesty's Customs | 1 Dec. 1875 | ditto | ditto. |
| Francis Hales | Deputy Serjeant to the Lord Warden of the Cinque Ports. | 5 Nov. 1850 | Harwich | Harwich. |
| John William Wood | Collector of Her Majesty's Customs | 21 Sept. 1858 | ditto | ditto. |
| William Groom | Merchant and Smack Owner | 9 Jan. 1873 | ditto | ditto. |
| Henry Gallant Bristo | Gentleman | 11 Mar. 1845 | Ipswich | Ipswich. |
| Alfred Cobbold | Ship Owner, &c. | 20 Mar. 1860 | ditto | ditto. |
| George M. Douglas | Collector of Her Majesty's Customs | 18 Oct. 1872 | ditto | ditto. |
| Thomas M. Johnstone | ditto | 15 Sept. 1871 | Colchester | Colchester. |
| Allen McNab | ditto | 1 Jan. 1872 | Maldon | Maldon. |

II.—RETURN of PILOTS Licensed or Authorized by the TRINITY HOUSE for the NORTH CHANNEL, and from YARMOUTH (inclusive) to the THAMES (exclusive).

| NAME. | Age. | For what District Licensed. | By what Sub-Commissioners or Agents recommended. | When Appointed. | Amount of Poundage paid on Earnings between 1st January 1875 and 31st December 1875. £. s. d. |
|---|---|---|---|---|---|
| James Irvine | 74 | From London Bridge to Orfordness and in and out of Harwich Harbour, and also for the South Channel. | Recommended by Merchants and Shipowners, and taken in turn, as vacancies occur, from a list of candidates. | 1836 | 5 19 |
| James Gray | 62 | ditto ditto | ditto ditto | 1839 | 6 18 – |
| John Davison | 67 | ditto ditto | ditto ditto | 1840 | 6 18 6 |
| Edward W. Pidgeon | 70 | ditto ditto | ditto ditto | 1840 | 4 16 6 |
| James Paton | 61 | ditto ditto | ditto ditto | 1840 | 14 16 3 |
| George Blyth | 63 | ditto ditto | ditto ditto | 1840 | 11 16 3 |
| William Daines | 54 | ditto ditto | ditto ditto | 1845 | 15 15 9 |
| James Irvine (2) | 63 | ditto ditto | ditto ditto | 1846 | 9 16 9 |
| George Brack | 63 | ditto ditto | ditto ditto | 1846 | 12 3 6 |
| John Johnson | 53 | ditto ditto | ditto ditto | 1846 | 4 16 – |
| George Butchart | 64 | ditto ditto | ditto ditto | 1846 | 12 8 3 |
| Richard Wheeler | 63 | ditto ditto | ditto ditto | 1847 | 4 18 3 |
| William Speeding | 57 | ditto ditto | ditto ditto | 1847 | 12 2 – |
| John D. Pentin | 62 | ditto ditto | ditto ditto | 1848 | 10 2 – |
| Thomas Garrick | 58 | ditto ditto | ditto ditto | 1848 | 6 13 6 |
| Thomas Martin | 49 | ditto ditto | ditto ditto | 1851 | 26 3 9 |
| James Ogilvie Storey | 57 | ditto ditto | ditto ditto | 1851 | 16 8 9 |
| Charles Huntley | 56 | ditto ditto | ditto ditto | 1852 | 9 7 9 |
| John Thomas Daff | 54 | ditto ditto | ditto ditto | 1852 | 9 – 3 |
| Thomas Leigh | 54 | ditto ditto | ditto ditto | 1852 | 1 2 – |

| NAME. | Age. | For what District Licensed. | By what Sub-Commissioners or Agents recommended. | When Appointed. | Amount of Poundage paid on Earnings between 1st January 1875 and 31st December 1875. |
|---|---|---|---|---|---|
| | | | | | £. s. d. |
| Edward Ollison Clark | 55 | From Gravesend to Orfordness and into and out of Harwich Harbour, also for South Channel. | Recommended by Merchants and Shipowners, and taken in turn, as vacancies occur, from a list of candidates. | 1854 | 10 16 6 |
| James Evans Thomas | 54 | ditto | ditto | 1855 | 10 12 3 |
| Francis Gillett | 50 | ditto | ditto | 1855 | 11 – 3 |
| Edward Tracey | 53 | ditto | ditto | 1855 | 19 5 6 |
| William Brown Dodds | 54 | ditto | ditto | 1856 | 19 2 3 |
| Thomas A. F. Banks | 54 | ditto | ditto | 1856 | 9 – 9 |
| William Joseph Smith | 45 | ditto | ditto | 1857 | 13 12 – |
| Matthew Charles Butler | 53 | ditto | ditto | 1857 | 12 11 3 |
| William Barfield | 53 | ditto | ditto | 1857 | 9 2 3 |
| John Fairbairn | 48 | ditto | ditto | 1857 | 8 7 – |
| William Snelling | 50 | ditto | ditto | 1857 | 12 16 3 |
| Joseph Gray | 48 | ditto | ditto | 1857 | 17 2 6 |
| William Miller | 52 | ditto | ditto | 1858 | 13 7 3 |
| Robert S. Romley | 49 | ditto | ditto | 1858 | 10 16 3 |
| William Robson | 52 | ditto | ditto | 1858 | 13 10 6 |
| William J. Lewis | 49 | ditto | ditto | 1858 | 6 2 – |
| Amos Lowrey | 51 | ditto | ditto | 1859 | 12 12 9 |
| Edmund Lyle | 49 | ditto | ditto | 1860 | 13 – 6 |
| Alfred Smith | 40 | ditto | ditto | 1860 | 13 6 – |
| William R. Barton | 40 | ditto | ditto | 1861 | 12 9 9 |
| Thomas Stanley | 45 | ditto | ditto | 1864 | 29 12 9 |
| John Wyatt | 43 | ditto | ditto | 1864 | 19 1 6 |
| Henry Forss | 39 | ditto | ditto | 1864 | 8 12 9 |
| Alfred R. Fisher | 43 | ditto | ditto | 1864 | 14 5 – |
| James Hunter | 44 | ditto | ditto | 1865 | 15 6 9 |
| William A. Geach | 44 | ditto | ditto | 1865 | 12 18 6 |
| Joseph L. Busby | 39 | ditto | ditto | 1865 | 12 3 3 |
| Joseph Edgley | 43 | ditto | ditto | 1865 | 9 2 – |
| Edward J. Taylor | 45 | ditto | ditto | 1866 | 10 16 6 |
| Richard F. Coates | 42 | ditto | ditto | 1866 | 6 13 3 |
| William C. Couves | 43 | ditto | ditto | 1866 | 9 16 3 |
| Silvanus Gillard | 43 | ditto | ditto | 1866 | 15 4 9 |
| William H. Terry | 43 | ditto | ditto | 1867 | 12 2 – |
| David S. Oates | 39 | ditto | ditto | 1867 | 10 13 3 |
| Charles John Voy | 42 | ditto | ditto | 1867 | 7 – 3 |
| William J. Alexander | 39 | ditto | ditto | 1868 | 10 13 3 |
| John Burton | 38 | ditto | ditto | 1868 | 11 8 6 |
| Robert Cooper | 38 | ditto | ditto | 1869 | 13 10 3 |
| James T. Posgate | 38 | ditto | ditto | 1871 | 13 15 9 |
| Thomas G. Sanford | 34 | ditto | ditto | 1871 | 11 1 3 |
| John H. Tisdell | 37 | ditto | ditto | 1871 | 8 4 – |
| William R. Roxberry | 39 | ditto | ditto | 1871 | 11 10 – |
| George T. Newman | 35 | ditto | ditto | 1872 | 8 9 – |
| Stephen H. Brown | 35 | ditto | ditto | 1872 | 10 11 9 |
| William T. Brown | 34 | ditto | ditto | 1872 | 4 5 6 |
| Charles Scott | 37 | ditto | ditto | 1872 | 8 2 9 |
| Thomas H. Daines | 34 | ditto | ditto | 1872 | 5 17 – |
| Robert Orrick | 36 | ditto | ditto | 1873 | 5 9 – |
| Edward P. Fisher | 35 | ditto | ditto | 1873 | 6 – 9 |
| John William Cocker | 35 | ditto | ditto | 1873 | 5 6 – |
| William Mulley | 36 | ditto | ditto | 1873 | 9 1 6 |
| George Sandford | 30 | ditto | ditto | 1873 | 6 12 6 |
| George William Youngs | 33 | ditto | ditto | 1873 | 5 18 6 |
| George D. Humphreys | 32 | ditto | ditto | 1874 | 5 10 6 |
| Richard B. Posgate | 30 | ditto | ditto | 1874 | 4 6 – |
| Thomas H. Whitaker | 36 | ditto | ditto | 1874 | 4 10 – |
| George A. Pettman | 32 | ditto | ditto | 1874 | 4 16 3 |
| James R. H. Letten | 34 | ditto | ditto | 1874 | 6 10 – |
| Robert Allert | 31 | ditto | ditto | 1874 | 5 18 9 |
| Thomas T. Hogg | 35 | ditto | ditto | 1875 | 3 5 6 |
| John Jas. Humphreys | 30 | ditto | ditto | 1875 | 4 2 6 |
| Joseph E. Cole | 33 | ditto | ditto | 1875 | 3 19 6 |

| NAME. | Age. | For what District Licensed. | By what Sub-Commissioners or Agents recommended. | When Appointed. | Amount of Poundage paid on Earnings between 1st January 1875 and 31st December 1875. £. s. d. |
|---|---|---|---|---|---|
| Thomas Lindsey - D | 69 | From Smith's Knowl to Gravesend, and in and out of Harwich Harbour. *P.S.*—Those marked D, are also licensed from the Dudgeon Light Vessel. | Recommended by Merchants and Shipowners, and taken in turn, as vacancies occur, from list of Candidates. | 1838 | 7 18 9 |
| Edward Taylor - D | 63 | - - ditto - - ditto - | List of Candidates, and by Agent at Southwold. | 1838 | 7 8 6 |
| John Bokenham - D | 63 | - - ditto - - ditto - | - - ditto - - ditto - | 1840 | 7 11 9 |
| William Cable - D | 65 | - - ditto - - ditto - | List of Candidates, and by Agent at Aldbro'. | 1840 | 8 13 6 |
| Edward Clodd - D | 67 | - - ditto - - ditto - | - - ditto - - ditto - | 1840 | 7 2 9 |
| William Aldrich, Jun. - | 66 | - - ditto - - ditto - | List of Candidates, and by Agent at Southwold. | 1844 | 7 5 3 |
| William Fleming - D | 61 | - - ditto - - ditto - | List of Candidates - - - | 1844 | 7 4 6 |
| William Simpson - D | 59 | - - ditto - - ditto - | - - ditto - - - | 1850 | 5 9 – |
| Isaiah Tansley - D | 58 | - - ditto - - ditto - | - - ditto - - - | 1852 | 4 10 – |
| Thomas Leggett - D | 56 | - - ditto - - ditto - | List of Candidates, and by Agent at Yarmouth. | 1852 | 6 10 – |
| William Rust - D | 50 | - - ditto - - ditto - | List of Candidates - - - | 1858 | 8 8 9 |
| William David May - | 47 | - - ditto - - ditto - | - - ditto - - - | 1858 | 6 10 3 |
| George Button - - | 49 | - - ditto - - ditto - | - - ditto - - - | 1859 | 7 9 – |
| Henry Leggett - D | 50 | - - ditto - - ditto - | - - ditto - - - | 1859 | 9 9 9 |
| Thomas W. Keigwin D | 48 | - - ditto - - ditto - | - - ditto - - - | 1860 | 5 16 9 |
| Burham Rust - D | 45 | - - ditto - - ditto - | - - ditto - - - | 1860 | 9 15 9 |
| John Munnings - D | 41 | - - ditto - - ditto - | List of Candidates, and by Agent at Lowestoft. | 1861 | 9 5 – |
| John C. May - - | 44 | - - ditto - - ditto - | List of Candidates - - - | 1861 | 7 9 9 |
| James Lucock - D | 48 | - - ditto - - ditto - | - - ditto - - - | 1862 | 9 10 9 |
| George Magub - - | 43 | - - ditto - - ditto - | - - ditto - - - | 1862 | 6 19 3 |
| Daniel D. Carter - D | 40 | - - ditto - - ditto - | - - ditto - - - | 1863 | 6 13 11 |
| William E. Wayth - | 45 | - - ditto - - ditto - | - - ditto - - - | 1863 | 7 4 – |
| Ezer S. Coleman - D | 46 | - - ditto - - ditto - | - - ditto - - - | 1863 | 5 5 3 |
| Richard J. Skinner - | 46 | - - ditto - - ditto - | - - ditto - - - | 1863 | 5 3 6 |
| John Bokenham, 2nd - | 47 | - - ditto - - ditto - | - - ditto - - - | 1864 | 7 1 6 |
| Samuel Fleming, Jun. D | 64 | - - ditto - - ditto - | - - ditto - - - | 1838 | 6 15 11 |
| Charles Jenner - D | 69 | - - ditto - - ditto - | List of Candidates, and by Agent at Yarmouth. | 1841 | 4 12 – |
| James Charles Boult D | 63 | - - ditto - - ditto - | - - ditto - - ditto - | 1842 | 6 1 9 |
| William Warnes - D | 55 | - - ditto - - ditto - | List of Candidates - - - | 1854 | 6 13 3 |
| James Canham - D | 58 | - - ditto - - ditto - | - - ditto - - - | 1854 | 7 5 – |
| William Girling - - | 53 | - - ditto - - ditto - | - - ditto - - - | 1854 | 7 14 3 |
| Francis C. Boyce - D | 45 | - - ditto - - ditto - | List of Candidates, and by Agent at Lowestoft. | 1864 | 6 1 3 |
| George Elmy - - | 39 | - - ditto - - ditto - | List of Candidates - - - | 1865 | 7 9 – |
| Horatio D. Carter D | 44 | - - ditto - - ditto - | - - ditto - - - | 1865 | 6 – 4 |
| Alfred R. Fisher - D | 36 | - - ditto - - ditto - | - - ditto - - - | 1865 | 9 – 3 |
| Henry G. Archer - D | 37 | - - ditto - - ditto - | - - ditto - - - | 1867 | 8 19 9 |
| Jonathan Fozzard D | 41 | - - ditto - - ditto - | - - ditto - - - | 1867 | 8 6 6 |
| John Green Rogers - | 40 | - - ditto - - ditto - | - - ditto - - - | 1868 | 7 12 9 |
| Richard Claxton - - | 37 | - - ditto - - ditto - | - - ditto - - - | 1869 | 7 12 9 |
| George Edward Smith - | 39 | - - ditto - - ditto - | - - ditto - - - | 1871 | 6 6 – |
| William G. Tilmouth - | 36 | - - ditto - - ditto - | - - ditto - - - | 1873 | 6 10 9 |
| Joseph Reeder - - | 64 | From Southwold to London Bridge, and in and out of Harwich Harbour. | List of Candidates, and by Agent at Aldbro'. | 1840 | 6 6 – |
| Charles H. Chatten - | 45 | From Southwold to Gravesend, and in and out of Harwich Harbour. | List of Candidates - - - | 1862 | 4 15 – |
| James Wm. Almond - | 37 | - - ditto - - ditto - | - - ditto - - - | 1865 | 5 18 – |
| Edward G. Fisher - | 32 | - - ditto - - ditto - | - - ditto - - - | 1872 | 4 18 6 |
| Robert Dawson - - | 32 | - - ditto - - ditto - | List of Candidates, and by Agent at Yarmouth. | 1876 | — |

| NAME. | Age. | For what District Licensed. | By what Sub-Commissioners or Agents recommended. | When Appointed. | Amount of Poundage paid on Earnings between 1st January 1875 and 31st December 1875. £. s. d. |
|---|---|---|---|---|---|
| George Kersey | 59 | From Lowestoft to Gravesend, and in and out of Harwich Harbour. | List of Candidates | 1842 | 5 4 6 |
| William Richardson | 64 | ditto ditto | List of Candidates, and by Agent at Aldbro'. | 1846 | 3 5 – |
| William Job Chatten | 55 | ditto ditto | List of Candidates | 1848 | 4 3 9 |
| John Gibbs D | 51 | ditto ditto | ditto | 1858 | 6 8 6 |
| Charles Catmore | 45 | ditto ditto | ditto | 1862 | 5 16 6 |
| Samuel Pallant | 40 | ditto ditto | ditto | 1868 | 5 17 – |
| Samuel Barber | 35 | From Sizewell Bank Buoy to Gravesend, and in and out of Harwich Harbour. | List of Candidates, and by Agent at Southwold. | 1873 | 5 4 9 |
| Almond J. Ward | 29 | ditto ditto | List of Candidates | 1874 | 5 15 6 |
| Emmanuel Sawyer | 36 | ditto ditto | List of Candidates, and by Agent at Aldbro'. | 1874 | 4 19 6 |
| Francis Cook | 34 | ditto ditto | List of Candidates | 1875 | 4 8 3 |
| Fredk. Jas. Tansley | 30 | ditto ditto | List of Candidates, and by Agent at Lowestoft. | 1875 | 3 – – |
| Jonas Herrington | 28 | ditto ditto | ditto ditto | 1876 | — |
| Daniel B. Britton | 72 | From Orfordness to London Bridge, and in and out of Harwich Harbour. | Sub-Commissioners of Pilotage at Harwich. | 1836 | 1 12 2 |
| Robert Wilson | 43 | From Orfordness to Gravesend, and in and out of Harwich Harbour. | Agent at Aldbro' | 1867 | 6 19 8 |
| Benjamin Bensley | 75 | In and out of Yarmouth Harbour to sea. | The Sub-Commissioners of Pilotage, Yarmouth. | 1836 | 1 5 3 |
| Richard Salmon | 67 | ditto ditto | ditto ditto | 1841 | 1 5 9 |
| Charles L. King | 64 | ditto ditto | ditto ditto | 1845 | 1 1 10 |
| James S. Calver | 69 | ditto ditto | ditto ditto | 1833 | 1 4 9 |
| S. R. J. Mackerell | 65 | ditto ditto | ditto ditto | 1841 | 1 1 3 |
| R. G. Garwood | 58 | ditto ditto | ditto ditto | 1845 | 1 6 – |
| Charles Austin | 26 | ditto ditto | ditto ditto | 1873 | 2 10 3 |
| William Austin | 32 | ditto ditto | ditto ditto | 1873 | 1 13 6 |
| Henry Woolston | 36 | ditto ditto | ditto ditto | 1873 | 2 4 7 |
| Henry Howard | 34 | ditto ditto | ditto ditto | 1873 | 2 1 – |
| Able Adams | 35 | ditto ditto | ditto ditto | 1875 | 1 2 – |
| James H. S. Leggett | 64 | In and out of Yarmouth Harbour. | ditto ditto | 1845 | – 19 3 |
| Benjamin Holt | 60 | ditto ditto | ditto ditto | 1845 | – 7 3 |
| Robert J. W. Halfknight | 61 | ditto ditto | ditto ditto | 1845 | 1 1 8 |
| John Doubledee | 28 | ditto ditto | ditto ditto | 1875 | – 10 9 |
| Barzilai Thompson | 66 | Through the gateways and channels to Yarmouth Roads and sea. | ditto ditto | 1834 | 1 2 3 |
| James B. Swan | 67 | Through the gateways and channels to Yarmouth Roads and sea, and in and out of Lowestoft Harbour. | The Sub-Commissioners of Pilotage, Lowestoft. | 1831 | 2 5 9 |
| John S. Swan | 69 | ditto ditto | ditto ditto | 1833 | 3 14 – |
| Henry Golder | 54 | In and out of Lowestoft Roads and Harbour. | ditto ditto | 1855 | 1 – 9 |
| John H. Golder | 53 | ditto ditto | ditto ditto | 1857 | 1 3 9 |
| Timothy Church | 50 | Through the gateways and channels to Yarmouth Roads and sea. | ditto ditto | 1865 | 3 2 3 |

| NAME. | Age. | For what District Licensed. | By what Sub-Commissioners or Agents recommended. | When Appointed. | Amount of Poundage paid on Earnings between 1st January 1875 and 31st December 1875. |
|---|---|---|---|---|---|
| | | | | | £. s. d. |
| John Capps Smith - | 42 | Through the gateways and channels to Yarmouth Roads and sea. | The Sub-Commissioners of Pilotage, Lowestoft. | 1866 | 3 19 3 |
| John Eteen, 2nd - - | 54 | From Harwich to Mistley, and *vice versâ*. | The Sub-Commissioners of Pilotage, Harwich. | 1852 | – 15 – |
| John Eteen, 3rd - - | 51 | - - ditto - - ditto - | - - ditto - - ditto - | 1852 | 1 5 7 |
| Robert Eteen - - | 48 | - - ditto - - ditto - | - - ditto - - ditto - | 1852 | – 14 – |
| Charles Thompson - | 56 | - - ditto - - ditto - | - - ditto - - ditto - | 1852 | – 7 – |
| Edward Rowland - - | 38 | - - ditto - - ditto - | - - ditto - - ditto - | 1872 | – 18 5 |
| James S. Thompson - | 31 | - - ditto - - ditto - | - - ditto - - ditto - | 1872 | — |
| William Saunders - - | 66 | From Harwich to Manningtree, and *vice versâ*. | - - ditto - - ditto - | 1852 | – 7 5 |
| David Wright - - | 69 | From Ipswich to Harwich, and *vice versâ*. | The Sub-Commissioners of Pilotage Ipswich. | 1838 | 1 19 7 |
| James Folley - - | 60 | - - ditto - - ditto - | - - ditto - - ditto - | 1848 | 2 5 2 |
| Charles Hadgraft - - | 49 | - - ditto - - ditto - | - - ditto - - ditto - | 1850 | 2 3 6 |
| William Henry Girling - | 41 | - - ditto - - ditto - | - - ditto - - ditto - | 1856 | 2 5 9 |
| John C. Bird - - | 40 | - - ditto - - ditto - | - - ditto - - ditto - | 1857 | 2 3 6 |
| Charles A. Bacon - - | 52 | - - ditto - - ditto - | - - ditto - - ditto - | 1859 | 2 2 11 |
| John Hadgraft - - | 45 | - - ditto - - ditto - | - - ditto - - ditto - | 1863 | 1 5 6 |
| William James Bird - | 34 | - - ditto - - ditto - | - - ditto - - ditto - | 1868 | 2 2 11 |
| Lancelot Bell - - | 33 | - - ditto - - ditto - | - - ditto - - ditto - | 1873 | 2 2 9 |
| Charles D. Bacon - | 30 | - - ditto - - ditto - | - - ditto - - ditto - | 1873 | — |
| Micah Frost - - - | 60 | From Sea to Woodbridge, and *vice versâ*. | The Sub-Commissioners of Pilotage, Woodbridge. | 1846 | 1 5 4 |
| Thomas Newson - - | 59 | - - ditto - - ditto - | - - ditto - - ditto - | 1851 | 1 11 – |
| Robert Passiful - - | 51 | - - ditto - - ditto - | - - ditto - - ditto - | 1858 | 1 4 1 |
| Gardner William Frost - | 34 | - - ditto - - ditto - | - - ditto - - ditto - | 1871 | 1 10 – |
| George Richardson - | 58 | - - ditto - - ditto - | - - ditto - - ditto - | 1846 | – 14 7 |
| William Smith - - | 63 | - - ditto - - ditto - | - - ditto - - ditto - | 1846 | – 12 11 |
| Mark Taylor - - | 39 | - - ditto - - ditto - | - - ditto - - ditto - | 1850 | – 14 5 |
| John Disbury - - | 57 | - - ditto - - ditto - | - - ditto - - ditto - | 1852 | – 13 7 |
| John Howard - - | 62 | From the Naze to the Gunfleet to Colchester. | By the Agent at Colchester - | 1845 | – 15 6 |
| S. G. H. Harvey - - | 47 | - - ditto - - ditto - | - - ditto - - ditto - | 1861 | 1 4 8 |
| Richard W. Ham - | 61 | - - ditto - - ditto - | - - ditto - - ditto - | 1862 | — |
| Joseph Handley - - | 41 | From the Naze to the Gunfleet to Maldon, and *vice versâ*. | Shipowners and Merchants at Maldon. | 1858 | 1 3 2 |
| William Clark - - | 49 | - - ditto - - ditto - | - - ditto - - ditto - | 1860 | 1 2 5 |
| James Stebbins - - | 41 | - - ditto - - ditto - | - - ditto - - ditto - | 1863 | – 19 10 |
| David Chaney - - | 38 | - - ditto - - ditto - | - - ditto - - ditto - | 1866 | 1 1 7 |
| Charles Chaney - - | 34 | - - ditto - - ditto - | - - ditto - - ditto - | 1875 | – 2 10 |

Trinity House, London,
7 July 1876.

*Robin Allen*, Secretary.

# PILOTAGE (YARMOUTH TO THE THAMES).

RETURNS of Sub-Commissioners or Agents appointed by the Trinity House, with respect to Pilotage from Yarmouth (inclusive) to the Thames (exclusive); and of Pilots Licensed or Authorised by the Trinity House for the North Channel, and from Yarmouth (inclusive) to the Thames (exclusive).

(*Colonel Jervis.*)

*Ordered, by* The House of Commons, *to be Printed,*
20 *July* 1876.



*Under* 1 *oz.*

139

# SHIP "MARY."

FURTHER RETURN to an Order of the Honourable The House of Commons, dated 23 March 1875;—*for*,

COPY "of CORRESPONDENCE to complete Parliamentary Paper, No. 402, of Session 1875 (SHIPS 'MARIE,' 'MARY,' and 'CHUSAN')."

Board of Trade,
5 July 1876.

T. H. FARRER.

(*Sir Wilfrid Lawson.*)

*Ordered, by* The House of Commons, *to be Printed*,
6 *July* 1876.

## CONTENTS.


| No. | Registered Number. | Date. | ——— | Page. |
|---|---|---|---|---|
| 1 | M. 15,945 | 16 Nov. 1874 | Gibraltar, Captain of the Port and Shipping Master to Board of Trade. | 3 |
| 2 | M. 16,418 | 3 Dec. „ | Report of Court of Inquiry held at Glasgow by Order of Board of Trade. | 3 |
| 3 | M. 16,418 | 28 Nov. „ | Report by Mr. Percy L. Isaac - - - - | 5 |
| 4 | M. 16,418 | 2 Dec. „ | Further Report by Mr. Percy L. Isaac - - | 7 |
| 5 | M. 16,418 | 2 Dec. „ | Report by Mr. R. Murray - - - - | 7 |
| 6 | M. 16,418 | 1 Dec. „ | Report by Mr. W. H. Turner - - - - | 8 |
| 7 | M. 16,418 | - - | Report by Mr. J. Comb - - - - - | 9 |
| 8 | M. 16,530 | 2 Dec. 1874 | Report by Mr. J. McFarlane Gray - - - | 9 |

COPY of CORRESPONDENCE which the Board of Trade has received on the subject of the SHIP "MARY," to complete Parliamentary Return, No. 402, of Session 1875.

— No. 1. —

(M. 15,945.)

Captain of the Port and Shipping Master, Gibraltar, to Board of Trade.

(Extract.)

Sir, Port Office, Gibraltar, 16 November 1874.

I HAVE the honour to report, for the information of the Board of Trade, that the Norwegian brig "Widar, of Grimstad, Jens Johannessen, master, brought to this port, on the 12th instant, the master, John Izat, and six men, whose names are in the margin, being part of the crew of the British steamship "Mary" (official number not known), of Glasgow, of about 259 tons register.

Names of Seamen.
George Innes, mate.
Andrew Kelso, second mate.
Peter Gillies, fireman.
Thomas Cardwell, ditto.
Dugald Brown, ditto.
Archibald M'Dougall, ditto.

This latter vessel, whilst in prosecution of her voyage from Glasgow to Trinidad, with no cargo, but with 210 tons of coals for her consumption, is reported to have suddenly broken in two before the engine-room and sunk in the Bay of Biscay, in lat. 46° 28′ N., long. 8° 11′ W., on the 21st October ultimo, at 4.15 p.m., in fair weather.

The crew, which consisted of 19 men in all, took to the boats, and on the following morning, the 22nd, at daylight, the master and six men above named, who were in the small boat, were rescued by the said Norwegian brig "Widar," which, on discovering the boat, hove-to and brought aback to rescue them.

Five others of the crew, who were on pieces of floating wreck, were rescued about the same time by the British brigantine "Lophemia," of Truro, Nova Scotia, which was afterwards hailed from the "Widar," and answered that she would land them at Oporto.

The remaining seven of the crew are reported missing with the lifeboat, although both ships subsequently searched after them about the floating pieces of wreck for several hours.

* * * * *

I am, &c.
(signed) *J. D. M'Crea*,
Captain of the Port and Shipping Master.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 2. —

(M. 16,418.)

REPORT of the Court of Inquiry, held at Glasgow under the Order of the Board of Trade, before *W. J. Walker* and *Thomas Reid*, Esquires, Justices of the Peace for the County of Lanark, and Captain *Charles E. Pryce* and *Thos. W. Trail*, Esq., R.N., Nautical Assessors, into the Loss by Foundering of the Paddle Steamer "Mary," in lat. 48° 28′ N., and long. 8° 11′ W., about 4 p.m. on the afternoon of 21st October 1874.

THE "Mary" was an iron paddle steamer (Official No. 71,675), of the following dimensions: gross tonnage, 411·29; registered tonnage, 259 $\frac{11}{100}$; length, 213 feet; breadth, 25·1 feet; depth, 8·4$\frac{1}{2}$ feet; built at Rutherglen this year, of very light scantling, expressly intended to navigate the Gulf of Paria and rivers adjacent, lying between the Island of Trinidad and the Spanish Main. Her mean draught of water, when on her station, was to be 2 ft. 3 in.; her mean draught on leaving Glasgow was about 3 ft. 10 in. She was propelled by one diagonal

diagonal direct acting engine of six feet stroke; diameter of cylinder 48 inches. She left Glasgow on the morning of the 15th of Ocober with a crew of 19 hands, all told, including the master, Mr. John Izat, who held a certificate of competency as master, No. 3382, dated August 1853, and had on board at starting 206 tons of coals, besides her necessary stores and provisions, bound to Trinidad, in the West Indies.

Her coals are described by the master to have been stowed as follows: 67 tons in the bunkers, 129 tons stowed in the fore and after saloons and steerage, the largest proportion in the fore saloon, and about 10 tons were on deck. The coals in the saloons and on deck were in bags, each averaging 1¾ cwts. Some 15 to 17 hundred bags altogether.

After leaving Greenock strong winds from the W.S.W. were experienced, and when off Ailsa Craig she felt the effects of the N.W. swell rolling in from the Atlantic. Towards night, as the weather was somewhat threatening, the master thought it prudent to put into Belfast Lough for shelter, which he did, and the next morning left Carrickfergus Roads at 10 a.m., 16th October, in continuation of his voyage. The weather at this time was fine, wind west, and water smooth; her average speed was about 8½ knots. Nothing particular occurred till about 10 p.m. on the same day, when the wind backed to the S.W. with a falling barometer, and the master deemed it advisable to make for Kingstown Harbour. Between 10 and 11 p.m. the wind is described to have freshened considerably with a nasty beam sea; the engines were slowed to six knots, as the vessel was rolling heavily, washing in one of the wing-house doors, and displacing side light screen on port side. The vessel was off the Bailie's Light at 11 p.m.; sea cross and confused, with an ebb tide, shipping much spray. Between 12 and 1 a.m., on the morning of the 17th October, reached Kingstown Harbour, and secured vessel to one of the buoys.

On Monday, the 19th October, at 7 a.m., cast off from the buoy and left Kingstown Harbour; proceeded down Channel inside the Irish Banks in smooth water; wind light from N.N.W., with a high barometer and fine weather; at 4 p.m. passed the Tuskar, and shaped a course for the Bishop's Rock; at 9 a.m. on 20th October, passed the Bishop's Rock abreast, bearing E.S.E., distant 15 miles; weather quite fine; barometer, 30″ 50′. The sea is described as smooth with the usual roll of swell from the N.N.W. When off the Bishop's Rock the course was shaped S.W. ½ S., so as to give Finisterre a clear berth; about 8 p.m. the breeze increased from N. W. to W.N.W., with a heavy N.N.W. swell and a confused cross sea. The speed was eight knots, and this rate had been kept up since passing Tuskar.

At 3 a.m. on the 21st October the breeze, as stated by the captain, was increasing and backing to the westward; slowed the engines to seven knots to ease the vessel.

At 10 a.m. more wind from W. to W.S.W. and sea; reduced the speed to five knots. The sea is described as not being heavy, but there was a high swell from N.W. to W.N.W. About 2 p.m. the master states he first noticed the buckling of the deck just abaft the fore-companion and abaft the forward bulkhead of engine-room, and near the starboard side. He describes it as "working a little," but thought nothing of it. At this time ships in company were carrying their top-gallant sails on a wind.

At 3 p.m. all hands were employed getting coals out of fore-saloon, and stowing same into bunkers. The weather at this time was fine, with a breeze from N.N.W., a heavy rolling swell from N.W., but little sea: "none to speak of."

At about a quarter past 4 p.m. a loud and continuous cracking noise was heard. The vessel had parted in two between the companion hatch and boiler room casing (where the buckling in deck had been noticed), and in less than three minutes foundered, the centre of the vessel sinking down and the two ends rising up and almost meeting in the air, leaving the crew struggling in the water.

The lifeboat, which had been stowed bottom up on the hurricane-deck, fortunately had the lashings cut in time, and was turned upon her keel, but before she could be launched the vessel's mainmast caught her and took her under water with a number of the crew; she soon after came to the surface bottom up and after much difficulty was righted.

The jolly boat was on her davits on the port side, but in attempting to swing her

her clear the davits were found too short, so the falls had to be cut to enable her to clear the wreck; six hands were saved in this boat including the master.

Five lives were lost; two by drowning, and three by exposure and exhaustion.

Seven of the crew were taken into Falmouth; seven, including the master, were landed at Gibraltar.

After carefully weighing the evidence in this case, the Court came to the conclusion that two points were involved:—

1st. So far as the master was concerned, was the "Mary" safely navigated from Glasgow to the scene of the catastrophe, and did he pay proper attention on her passage down the Irish Channel, and up to the time of her loss?

The Court, after careful consideration of this point, were of opinion that the vessel was carefully navigated up to the time of the disaster, and they therefore felt bound to acquit the master of any default on that score, but they cannot allow that he paid even common attention to the vessel itself (a new one, and of such light structure), from the time of her leaving Glasgow up to her loss.

2nd. Was the "Mary" a staunch, strong, and seaworthy vessel? Was she fitted to contend with the winds and seas she would meet with at this season of the year; and if not, to what was to be attributed her sudden foundering on a fine afternoon in October, with the wind only at such a force that ships in company close-hauled were carrying top-gallant sails, and the small boats did live that saved the lives of the survivors?

(A.) The Court were of opinion that the "Mary" was neither staunch, nor strong, nor seaworthy, but a vessel of very light scantling expressly intended for smooth waters and river navigation. This was indicated by her exceeding light mean draught of water, viz., 2 ft. 3 in.

(B.) That no temporary strengthening seemed to have been thought of, even in the shape of a hogged frame, or deck girders. In fact she was a light shell of a vessel, utterly unfitted in her natural state to have been sent even into the Irish Channel.

(C.) That we attributed her sudden foundering to her inherent weakness, aggravated by too great an amount of weight in the vessel for her structural strength.

In conclusion, the Court expressed their decided opinion that it was an act of great impropriety to send such a vessel to sea at all, even in the best season, without effectual and substantial temporary strengthening.

The Court could not separate without expressing their opinion very strongly that something should be done to prevent the recurrence of such a disaster.

(signed) *W. J. Walker*, J. P.
*Thomas Reid*, J. P.

We concur in this report.

Glasgow, 3 December 1874. (signed) *Charles E. Pryce*, *Thomas W. Traill*, } Nautical Assessors.

---

— No. 3. —

(M. 16,418.)

REPORT by Mr. *Percy L. Isaac*, Naval Architect, to the Court of Inquiry.

BOARD OF TRADE INQUIRY.—*Re* "MARY."

THE paddle steamer "Mary" belonged to a type of vessel of which I have had a large experience, and in which there have been steamers of the same relative proportions, and the same have been sent across the ocean safely, laden with coal for their own use.

They must be carefully designed, and well constructed as regards longitudinal strength and details, so as to place the least possible amount of material consistent with strength.

There are four causes for weakness incidental to vessels of the "Mary's" class:— Causes for weakness.

The first cause is a want of good relative proportions.

The second cause is the unequal distribution of weights in different sections, as compared with the displacements of the respective sections.

The third cause is the extreme light scantling used in the construction, and the difficulty of getting efficient connections.

The fourth cause is the power of the engines, being too much for the strength of the hull, ultimately occasioning fractures.

I now take these four causes for weakness, and see how the "Mary" meets them from her plans and specifications.

Proportions. 1st Cause.—The relative proportions of the "Mary" are—

The length is 8·4 times the breadth.
The length is 24·70 times the depth.
The breadth is 2·94 times the depth.

From the extreme shallowness of the "Mary," she loses one of the principal elements of strength as a girder, and the bending force acts with the same ease as in the bending of a lath.

Weights and displacements. 2nd Cause.—To base my calculations for arriving at the strains, I put in a drawing with three figures, marked 1, 2, and 3.

Returned. Figure 1 represents the "Mary" floating in smooth water at a draught of 3 ft. 5 in., which would be about her draught at the time of her foundering.

This draught gives about 436 tons of displacement, with 156 tons of coal on board, only 20 tons of which are taken as being in the bunkers.

The Figures 1, 2, and 3 are divided into three sections—

No. 1 section is the after portion.

No. 2 section is the engine space, being less than one-third of the length

No. 3 section is the forward and largest section, and in figures 2 and 3 gives out the greatest leverage.

The weights and displacements of sections 1, 2, and 3 are as follows:—

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Section 1. | Weight of hull, coals, &c., | 136 | tons; | displacement, | 142 | tons. |
| „ 2. | „ hull, engine, coal, | 164 | „ | „ | 152 | „ |
| „ 3. | „ hull, coal, &c., | 136 | „ | „ | 142 | „ |
| | Total - - | 436 | „ | Total - - | 436 | „ |

Section 2, the engine space, is the heaviest portion, and with only 20 tons in bunkers, there is an excess of weight of 12 tons over the displacement or supporting power. This hanging weight, which becomes greater the lighter the vessel gets, is a great cause for vibration and spring.

Strain on gunwale. Figure 2, "Tensile strain on upper works," shows the "Mary," with the wave line of a heavy swell running. With the top of the wave at section 2, the displacement of the wave sustains not alone the weight of No. 2 section, but also a large portion of the weight of the vessel in Nos. 1 and 3 sections.

The overhanging weight of sections Nos. 1 and 3 I take as being 170 tons, with an overhang of 35 feet, which gives a tensile strain on the gunwale of no less than 700 tons.

Strain on bottom. Figure 3, "Tensile strain on the bottom of the vessel," shows the "Mary" with the wave line of a heavy swell running, with the hollow of the wave at No. 2 section; the loss of displacement is suddenly felt, as there is already 12 tons deficient displacement.

The weight supported between the two centres of displacement of sections 1 and 3 is 118 tons, which gives a tensile strain of 468 tons on the bottom of the vessel.

The two strains, 700 and 468 tons, are taken as steady strains, and on allowances are made for the sudden lifting power or shock of the waves.

Heavy swells, with their solid rolling body of water, are more dangerous to a vessel like the "Mary," than a broken or confused sea.

To give an example of a light-built vessel, showing longitudinal elasticity, I had a steamer under my charge for strengthening to go abroad; she was of much better relative proportions than the "Mary," but was built so slight that she took two different sets, when afloat in smooth water, and when she was on the dry dock blocks, and on again being floated she leaked considerably till she took up her original set.

Scantlings. 3rd Cause.—"Extreme light scantlings."

The available sectional area of ironwork at the gunwale is 60 square inches, which gives a strain of 11·66 tons to the square inch.

The

The available sectional area of ironwork in the bottom of the vessel is 113·30 square inches, which gives a strain of 4·04 tons per square inch.

With scantling like the "Mary's," 3½ tons per square inch is the safe strain to withstand the ocean waves.

As to the details of the ironwork, according to the specification and plans, the following may be noted.

Ironwork part of the specification is very meagre, sheer strake and gunwale stringer too light; frames in the centre too far apart; bottom plating too light.

With such a large deck opening, there ought to be strong fore and afters.

A side stringer wanted, to extend beyond engine space bulkheads.

On a most essential point, viz, quality of workmanship and material, I cannot pass an opinion; it depends much on the careful consideration of details how the strength of the vessel as a whole may be kept up for a voyage to be made only under the most favourable circumstances.

4th Cause.—Power of engines. Horse power.

Whatever the power may be, it would depend solely on the discretion of those in command how the vessel was driven in rough water.

From the depositions it seems the speed was slackened to five miles per hour, which speed, in my opinion, would not have affected the vessel so as to have caused the disaster.

The deductions I therefore make from all I have herein stated, is that the "Mary" was just strong enough to perform her intended work as per specification, and that she was far too weak a vessel to be sent an ocean voyage even at any season of the year.

19, London-street, London, E.C. (signed) *Percy L. Isaac.*

Having heard the first and second days' evidence given in this inquiry, I consider that the same substantially confirms in detail all points in my report on which the said evidence bears.

28 November 1874. (signed) *Percy L. Isaac.*

---

— No. 4. —

FURTHER REPORT by Mr. *Percy L. Isaac* to the Court of Inquiry.

BOARD of TRADE INQUIRY on the Loss of SHIP "MARY."

With the permission of the Court, I would wish the following statement to be annexed to my report, to correct the scientific error in the same which Mr. Gray pointed out just at the rising of the Court this evening.

The tensile strain on the upper works, as calculated on my plan, should be 5·83 tons per square inch; I had taken the loss of displacement of the two sections as the dead weight carried. This corection does not affect any other statement.

I would beg leave, in explanation to the non-scientific members of the Court to say, that in assuming a wave line in figures 2 and 3, and taking a loss or gain of displacement (as the case may be), it is only to demonstrate where the strains would act on the weakest parts.

The *actual* strains on a vessel at sea cannot be calculated to meet the same; it is only the *experienced and conscientious shipbuilder* who will carefully strengthen the known weak parts in his vessel.

Glasgow, 2 December 1874. (signed) *Percy L. Isaac.*

---

— No. 5. —

(M. 16,418.)

REPORT by Mr. *R. Murray*, C.E., Principal Surveyor to Board of Trade to the Court of Inquiry.

The "Mary" Inquiry.

I HAVE the honour to report briefly on this case as follows:—

The steamer "Mary" was not surveyed by the Board of Trade surveyors, and did not carry a Board of Trade certificate of any kind.

Had application been made for a passenger certificate, I would have restricted her "plying limits" to the Clyde above Dunoon, judging by the specification of scantlings which I have now seen.

In the event of the deck being strengthened by stringer plates or wood planking, I would then have granted a declaration to ply to the Cumbraes, but not beyond.

Her specification appears to be an average one for a light-draught Clyde river steamer, with the exception of the deck, which is of thin iron, and extremely weak to resist either extension or compression. Hence, so soon as she got into the swell of the Bay of Biscay, this thin deck (of $\frac{3}{16}$ inch plate) worked and buckled, according as the extremities of the vessel became alternately unsupported or deeply immersed by the roll of the sea, until the tenacity of the iron was entirely destroyed, and she broke across near the fore bulkhead.

Her breaking up appears to have been accelerated by the injudicious load of coals (about 200 tons which she carried, and for which her light build rendered her unsuitable.

Her top sides and deck were also much weakened by large side-ports and hatches, without any compensation having been made.

It appears to me that the loss of the steamer can scarcely be considered an "accident," as I do not believe that any shipbuilder or naval architect would sanction such a vessel being sent on a voyage to the West Indies without additional strengthening, such extra weight being removed when the vessel arrived at her destination.

I think, after the experiences we have recently had of the loss of such vessels, that means should now be adopted to prevent the recurrence of these dangerous experiments.

(signed) *Robert Murray*, C.E., and N.A.,
Principal Surveyor to the Board of Trade at Glasgow.

Glasgow, 2 December 1874.

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— No. 6. —

(M. 16,418.)

REPORT by Mr. *W. H. Turner*, Principal Shipwright Surveyor, Board of Trade, to the Court of Inquiry.

Glasgow, 1 December 1874.

After careful consideration of the drawings and specification of the paddle-wheel steamer "Mary," which have been handed into Court by the owners, I have to report that the "Mary," 394·97 gross register tonnage, was a river steamer of the lightest scantling for her size to get her on a draught of 2 ft. 3 in. for river navigation.

To send a river boat of that description across the Atlantic, even at her intended river displacement, and in the best season of the year, would be a hazardous venture; but to add 200 tons to the load for which her scantlings were adapted in smooth water limits, and then to dispatch her on such a voyage in the fall season of the year, leaves one no alternative but to declare her to have been a dangerously unseaworthy vessel.

The vessel was weak throughout; the sheer strake, a most important member in the construction, was not only exceedingly light, but the builder stated that the strength was further reduced by cutting port holes about 17 inches square in the clear. This is hardly credible, but it is the builder's evidence, and is not the only instance of neglect of strength in the construction, there having been an absence of longitudinal and cross-ties, which a vessel of such extravagant dimensions should have had ere she was sent on a sea voyage.

My remarks on the mechanical defects of the structure are based upon calculations which were made by Mr. McFarlane Gray.

(signed) *W. H. Turner*,
Principal Shipwright Surveyor to the Board of Trade.

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— No. 7. —

(M. 16,418.)

REPORT by Mr. *J. Comb*, Shipbuilder, Glasgow, to the Court of Inquiry.

I HAVE the honour to report to the Court as follows:—

After examining plans and specifications of this steamer, I have come to the conclusion that she was of very light construction, and adapted only for river or smooth water navigation.

The frame and plating is equal to any light draught vessel of her class, but in my opinion she should not have been allowed to carry any cargo or weight.

Her sheer strake has been entirely cut through and destroyed by so many and large ports without any compensation having been made, that she derives no strength from this important strake of plating. In my opinion there should have been planks of wood run over the ports and properly secured by screw bolts to planking inside, and the whole caulked and made water tight.

Again, the iron decks are much too light, being only 3-16-in. plate, which would give very little strength. There should have been logs of timber running right through in the deck for three-fourths of the whole length of the ship.

The form of the vessel is also a weak one, since the long flat floor with square bilges running so far forward and aft make her specially liable to twist and buckle in a sea way. I have had a deal of experience in light draught vessels.

In conclusion, I am not the least surprised at the vessel parting as she did, being in my opinion quite unadapted for a sea voyage.

(signed) *John Comb*, Shipbuilder.

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— No. 8. —

(M. 16,530.)

REPORT by Mr. *J McFarlane Gray*, Member of the Institution of Naval Architects, on the strength of the Hull of the "Mary"

Glasgow, 2 December 1874.

IN accordance with instructions, I have made the calculations and diagrams that are necessary for a thorough investigation into the relation that existed between strengths and strains in the above steamer. The basis of my calculations is the drawings and specifications that have been handed into Court, and the evidence of the survivors of the crew, to which I have listened.

The "Mary" was a river steamer, 212 feet on water line, by 25 feet beam by 8 ft. 6 in. depth; moulded; specified in the builder's contract to draw not more than 27 inches, with 20 tons of cargo and 25 tons of coal. That draught is only about one-half of the draught of the ordinary river steamers on the Clyde, and the dimensions of the "Mary" place it amongst the largest of these steamers.

The exigency of lightness controlled the dimensions of scantling, and required that even the woodwork should be of the flimsiest construction.

The hurricane deck was only $1\frac{1}{8}$ inch wood, covered with cotton canvas.

Below that deck a light casing extended 54 feet, and by uniting the two decks strengthened the ship at that place, in the wake of the paddle boxes, which also contributed some strength. At each end of this casing there was a passage 4 feet wide, separating the casing from the companions. There are doors in the side of the casing, at the ends, so that the side strength of the casing is lost there, and there is nothing at these places to compensate for the break in the deck, 10 ft. 6 in. wide, for engine and boiler hatch. At the sides where these doors are the strip of deck left is 7 ft. 3 in. wide, at each side, only 3-16th inch iron, and only single rivetted. At the starboard corner, at the fore end, there was a butt in the deck plating opposite the door, and it was at that place at that butt, and in the passage at the fore end, that the rising of the deck plates, buckling up, was so conspicuous, and it was there the vessel broke in two. So clearly is this weakness indicated on the plans, that I had formed this opinion before I heard any evidence; witness after witness gave his evidence that the vessel broke in front of the bulkhead, that is, before the above passage, and it

was only after conversing with the engineers that I showed them that they were confusing the "front" of the companion with the "fore" of the ship, and that the break occurred really abaft that bulkhead, facing them as they came up the companion. They corrected their evidence accordingly.

As that section of the vessel is the weakest of the sections, shown by the drawings and also by the vessel's breaking there, I will confine myself in this report to the consideration of that section only.

The hurricane deck at that place is carried by stanchions only; at the sides, at the passage, and at the casing doors, there is nothing to brace it to the main deck; it would, therefore, be of no sensible value as strength to the hull, and I omit it accordingly.

Section.

| | | | | |
|---|---|---|---|---|
| Bottom, | 300 in. | × 4-16ths. | = | 1,200 |
| „ | 60 „ | × 1 „ | = | 60 |
| ⌋⌊ | 9 „ | × 4 „ | = | 36 |
| ⌋⌊ | 20 „ | × 5 „ | = | 100 |
| | | | | 16) 1,396 |
| | | | Depth of floors, | 9) 87·5 |
| | | | Bottom flange as beam, | 9″ × 9″·7 |
| Deck, | 88 in. | × 6-16ths. | = | 528 |
| ⌋⌊ Gunwale, | 4½ „ | × 10 „ | = | 45 |
| | | | | 16) 573 |
| | | | Say depth = | 4″)36 |
| | | | Top flange as beam = | 4″ × 9″ |

The sides are 4-16th-in. iron for 69 inches in height, and the sheer strake is 5-16th in. for 30 inches depth; add to the width of the top flange ·6 for portion of sheer strake, and use 26 inches instead of 30 inches. The equivalent section becomes—




The centre of gravity of the above figure is situate at 65¼ inches from the top edge.

Working

Working out the moment of resistance from these dimensions, I arrive at moment of resistance of section equal to 420 foot-inches of section; that is to say, taking the sections of the material, and their positions above or below the neutral axis all into account, the strength value of the whole section of the hull is equivalent to a section of iron 420 square inches in area acting with a leverage ofone foot. That is called the "moment" of resistance. If we can in the same manner represent the racking forces acting on the hull beyond that section by a single force acting at one foot leverage, we will then have to divide that bending moment by the strength moment or moment of resistance previously found, and the quotient will be the strain per square inch on the material of the hull at the deck.

To get the bending moment it is necessary to analyse the flotation of the hull and the distribution of the weights. I have, from the lines of the "Mary," worked out the problem of flotation on an even keel, on the crest of a wave, and spanning the trough between two waves.

The distribution of weights in the vessel was as follows:—

From the draught of water, stated in evidence, for the beginning of the voyage, and the quantity of fuel consumed before the loss of the vessel, it is shown that at some time of the day of the wreck, the "Mary" was on about an even keel, drawing 3 ft. 6 in. From the lines of the vessel I find that that corresponds with 429 tons displacement, made up thus—

| | |
|---|---|
| Hull and equipments - - - - - | 150·6 |
| Engine and boilers, complete - - - - | 102 |
| Coal in bunkers - - - - - - | 45 |
| Coal in fore-saloon - - - - - - | 73 |
| Coal in aft-saloon - - - - - - | 58·4 |
| Displacement - - - = | 429 tons. |

(The decimal places are unimportant, but are given to enable me to check my calculations.)

When on an even keel on smooth water, with the above distribution of weight, there is a sagging strain acting at the centre of the vessel exceeding 900 foot-tons. The space between the two principal bulkheads has a displacement buoyancy equal to 160 tons, and the weights carried there, including that portion of the hull, amount to 201 tons; there is, therefore, an excess of weight over buoyancy at that place, 41 tons, and hence the sagging strain.

In smooth water, the section where the fracture occurred is subjected to a racking force of 19 tons applied upwards on the middle part of the vessel; there is almost no bending strain at that place when in smooth water, that being nearly the position of the section of contrary flexure.

For 100 feet of the length of the vessel the section is practically the same as the midship section; 72 feet of that is identically the same as dead flat, and that is a rectangle with bilges formed to 12-inch radius. There is no form of vessel that will be more severely strained on waves than this vessel would be on account of this fullness of section being carried so far fore and aft. I have worked out the strains of the hull on wave crest, and trough. The most severe static strain to which a vessel can be subjected in a sea-way is that which is produced when the vessel rides on one wave of her own length. Generally, the strains are the greater when the vessel is on the wave crest, with her stem and stern over the two troughs. In some exceptional cases, however, the distribution of weights is such as to produce a permanent sagging strain when the vessel is in still water, and if that defect is of considerable magnitude the sagging strain produced when the vessel spans the wave trough may exceed the hogging strain that is produced when the vessel sits on the wave crest. In the paddle steamer "Mary" this exceptional condition was obtained; the weights in the engine space exceeded the buoyancy of that part of the hull by 41 tons. The witnesses belonging to the vessel have stated that they took good care of the ship by always keeping the bunkers well filled with coal, making up each day from the cabins for the consumption of the previous day. It is to be regretted that the builders did not have the vessel loaded under the direction of the naval architect who designed it,

and who, no doubt, would have directed them to use the bunker coal first, and after once getting it down to about 20 tons, never to allow more than that quantity to be in the bunkers at one time, neither on the voyage out nor afterwards.

The vessel broke through having its deck plates and gunwale fastenings overstrained and weakened by the great compression strains brought to bear upon them. The buckling of the deck plates, to shirk the strain, over-taxed the stiffer gunwale fastening, and every following compression found the plates less and less able to withstand the strain; and the buckling and straightening of the deck plates, through the relative local weakness of the deck at the place of fracture, brought about the result, which is inevitable after a piece of metal has been buckled and straightened several thousand times under a great strain.

The strains due to a wave of the length of the vessel and only seven feet in height, a long rolling swell with a period between six and seven seconds, just such a swell as is described by the witnesses, are as follow:—

On the crest of one wave the strain at four feet aft of fore bulkhead would be that due to a hogging moment of 2,100 foot tons. The tensional strain produced by that moment is $\frac{2100}{420} = 4{\cdot}1$ tons per square inch. This is not too much, and would not have broken the plates.

Spanning the trough between two waves of the above dimensions, the "Mary" would, at the section of fracture, experience a sagging moment of 3,100 foot tons.

The yielding of the deck to the compression strain causes the neutral axis to shift down, and by permitting the lower member of the hull, considered as a girder to extend more than is contemplated in the rule, virtually increases the moment of resistance. If safe compression be, in lineal extent, say three times the safe lineal extension, the buckling of thin plates in a compression member of a beam has this extenuating circumstance in mitigation of its weakness, and we ought to give credit for it in this calculation.

To do so I reduce the section of compression flange to one-third of its real section, and the section of the web of the beam above the neutral axis from five-eigths and one half-inch to be quarter-inch. I then find the moment of resistance for that section, and, multiplying that by three (the three used as a divisor for the top flange), the product gives the effective moment for the compression strain. For the tensional strains I multiply the found moment by the distance of the neutral axis from the top edge, and divide the product by its distance from the bottom edge.

Performing the calculation indicated, the new position of the neutral axis is ascertained to be at $86\frac{1}{2}$ inches from the top edge, the moment found is 165, and $165 \times 3 = 495$, the effective moment on that hypothesis for the compression strains, and $165 \times 86{\cdot}5 \div 21{\cdot}5 = 664$ for the tension strains; say 500 for the effective moment of resistance of the section on the compression side to a sagging strain in foot-inches.

Spanning the wave trough, therefore, the compression strain per square inch of deck section would be—

$$\frac{\text{Sagging moment} = 3{,}100}{\text{Effective moment of resistance} \quad 500} = 6{\cdot}2 \text{ tons.}$$

This is the strain that destroyed the "Mary." It never amounted to the above 6·2 tons; the "Mary" broke before she experienced a wave of even the above moderate dimensions, a wave the length of the vessel, with its crest sweeping along the side of the vessel at eight feet draught; say, nine inches below the gunwale. In crossing such a wave the steamer would rise and fall bodily nine inches.

We have only to imagine an iron plate $\frac{3}{16}$ths inch thick and 24 inches between the frames, supporting a thrust equal to six tons per square inch of section to realise how absurdly unfitted for an ocean voyage the paddle steamer "Mary" must have been, and to appreciate the patient honesty of the iron, buckling and bending, rising and falling, and just stopping short of speaking to tell the men on board that it was being imposed upon, and that it could not stand that work much longer. One of the witnesses said that he and the engineer looked at the plates working one day, and that the engineer remarked, "It must be good iron that, to bend so much and not to break;" and so they went on until the ship broke under their feet.

The

The vessel broke by tension, but only after its material had been ruined by excessive compression, producing successive bucklings and straightenings. The vessel broke first on the main deck, at the starboard side, and a few heaves of the sea completed the destruction.

It is stated in the modern treatise on ship-building by Rankine, Barnes, Napier, & Watts that a safe rule for compression on ship's plates is that, the *ultimate* stress against buckling is, in tons on the square inch, equal to one ton for every sixteenth inch in the thickness of the plates, when the frames are 25 inches apart, and that it is inversely as the distance between the frames, so that, with the frames 24 inches apart, as in the "Mary," a little more than three tons per square inch would be the ultimate resistance to buckling due to the $\frac{7}{16}$ inch plates of which the deck was constructed. The same authors give for the safe working stress only one-fifth of the above, or ·625 tons per square inch. In the "Mary," on a seven foot wave trough, 210 feet long, the strain would be ten times this, or 6·2 tons. This rule is, however, only a rule to provide against "buckling;" it is not meant that breaking will occur when that strain is exceeded. The ultimate stress to resist buckling was evidently exceeded in the "Mary," for the buckling was notorious to the crew; this is only what the dimensions indicate, for the strain on the wave trough works out to be just double what Rankine gives as the *ultimate*, or ten times what he gives as the safe, stress.

To discuss, as I have done, the strains of the "Mary" in a sea way is to exalt the construction of that vessel altogether above its true level, and I am afraid the impression made by my report may be that the "Mary" was not so far wrong if it requires all this investigation to find out its weak places. To remove that impression I point out that her great size, her lightness of structure, the want of stiffness in her $\frac{7}{16}$ths iron deck, and her great fullness fore and aft, all tend to make her unsafe. She was made as light as possible for 27 inches draft, and without doing anything for temporarily strengthening her, she was loaded with nearly 200 tons more than her intended displacement. She was then dispatched to cross the Atlantic at the worst season of the year; she had to shelter first in Belfast Harbour, and next in Kingstown Harbour, and only two days afterwards, when just beginning to experience a sea swell, she broke in two.

The degree of risk in sending out such a vessel even in the best season of the year is about equal to crossing a shooting range without attending to the danger signal; but the sending the "Mary" to sea at the time she was sent, and neglecting the monitions of the weather, which drove her first into Belfast and then into Kingstown, is equal to crossing a shooting range with the red flag before our eyes and the hallooing of the marksmen ringing in our ears.

It is affirmed by the builders and owners that the "Mary" was a stronger boat than many that have made similar voyages. There is no evidence to prove that, and, even if there were, that would not be any criterion to go by. There is no more pernicious theory than this, to suppose that every vessel that makes a successful voyage has necessarily been a fit and proper vessel for the voyage. Steamers should not be made merely as strong as other vessels that have gone out safe, but at least twice the strength of the strongest similar vessels known to have failed at sea through sheer weakness in natural weather.

As much publicity as is possible should be given to the details of vessels known to have failed, giving prominence to their strength qualities more than to their weak points, that it may be known that much stronger than that must be the vessel that is to be considered safe for a sea voyage.

I desire to give special prominence to my opinion that by expending not more than half the premium of insurance in temporarily strengthening the "Mary" for the voyage out, the risk of damage to life might have been reduced to an ordinary sea-going risk, but there was nothing done.

(signed) *J. McFarlane Gray*,
Member of the Institution of Naval Architects.

---

# SHIP "MARY."

COPY of CORRESPONDENCE to complete Parliamentary Paper, No. 402, of Session 1875 (SHIPS "MARIE," "MARY," and "CHUSAN").

(*Sir Wilfrid Lawson.*)

*Ordered, by* The House of Commons, *to be Printed,*
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153

# REPORT OF AN INQUIRY

INTO THE CIRCUMSTANCES ATTENDING THE

# LOSS OF THE STEAM SHIP "DEUTSCHLAND"

ON

# THE KENTISH KNOCK SAND,

**On the 6th day of December 1875.**

Presented to both Houses of Parliament by Command of Her Majesty.

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# REPORT.


Page.

I.—The Facts of the Case - - - - - - - - - 3

II.—Condition of the "Deutschland" and of her Equipments - - - - 6

III.—How came the "Deutschland" to get on the Kentish Knock? - - - - 9

IV.—Was the Master justified in holding on as he did? - - - - - 13

V.—Was assistance rendered as soon as it could be? - - - - - 16

VI.—Are the Charges againt the Smacksmen well founded? - - - - - 23

VII.—Whether the Means of Communication between the Light Ships and the Shore are sufficient; and if not, whether any more efficient means should be adopted for the purpose - - - - - - - - - - - 25


# APPENDIX.


1. Protest of the Master and Officers of the "Deutschland" - - - - - 29

2. Substitute for the Log Book of the "Deutschland" - - - - - 30

3. Plan of the North Sea showing (1) the intended course of the vessel as laid down by the Master; (2) her probable course - - - - - - - *facing* 30

4. Letters from the Inspector to the Board of Trade and Trinity House - - - 31

5. Reply from the Board of Trade, and its Enclosures - - - - - 31

6. Further Letter from the Board of Trade, and Enclosures - - - - - 33

7. Reply from the Trinity House, and Enclosures - - - - - - 34

8. Instructions issued by the Trinity House - - - - - - - 35

# REPORT OF AN INQUIRY

INTO THE

## Circumstances attending the Loss of the Steam Ship "Deutschland" on the Kentish Knock Sand, on the 6th December 1875.

To the Right Honourable Sir C. B. Adderley, M.P., K.C.M.G., &c., President of the Board of Trade.

Admiralty Registry,
Somerset House,
2nd February 1876.

SIR,

I HAVE the honour to acknowledge the receipt of Mr. Farrer's letter of the 15th of December last, informing me that the attention of the Board of Trade had been called to the circumstances attending the wreck of the German steam ship "Deutschland" on the Kentish Knock Sand on the 6th of the same month; and that they had, with the concurrence of the German Government, decided that the case should be investigated as completely as possible. I was informed that the Inquiry would be held under the provisions of the 14th section of the Merchant Shipping Act, 1854, and that you had been pleased to appoint me as Inspector. The Appointment, which was enclosed in Mr. Farrer's letter, directed me "to inquire into and report upon the nature "and cause of the accident and the circumstances connected therewith, and also whether "the provisions of the Merchant Shipping Acts, and any regulations issued by the "Board of Trade under and by virtue of those Acts, had been complied with on that "occasion." I was also informed that it was proposed that the Inquiry should be opened at the Board of Trade Offices, Poplar, at 11 a.m., on Monday the 20th of December; and that Captain E. White, R.N., and Captain Harris would attend me as Assessors.

Having previously expressed to Mr. Farrer my intention to accept the Appointment, I attended at the New Court House, Poplar, on the day appointed and opened the Inquiry; it was continued from that day until Friday, the 24th, was resumed on Tuesday, the 27th, and was finally concluded on Friday, the 31st of December. Mr. Bowen and Mr. Cottingham appeared for the Board of Trade. Mr. Butt and Mr. Phillimore represented the German Government, and were assisted by Captain Weickmann, a German naval officer of distinction, who had been deputed by his Government to attend and watch the proceedings. The interests of the owners, master, and officers of the "Deutschland" were defended by Mr. Cohen and Mr. Stubbs. We are much indebted to the very eminent counsel, who have appeared before us, for the very great assistance which they have afforded us throughout the Inquiry. A great many witnesses were examined, but I cannot say that any of them were unnecessary; a copy of their evidence will be laid before you.

### I.—THE FACTS OF THE CASE.

The facts of the case are as follow:—

The "Deutschland," which was an iron screw steamer, of 2,751 tons gross, and 1,627 net, British measurement, (her tonnage by German measurement would be somewhat different,) and was fitted with engines of 600 horse-power nominal, was one of a regular line of packets, belonging to an Association called the North German Lloyd's, which run between Bremerhaven and New York.

Previous to her last voyage, which is the subject of the present Inquiry, she had been laid up for several months at Bremerhaven, owing to the slackness of trade with the United States. On her former voyages she had been commanded by a Captain Ludewigs, but a vacancy having occurred in one of the Company's situations ashore, Captain Ludewigs was appointed to it; and only four days before the vessel sailed Captain Brickenstein, an officer of great experience, and who had been in the Company's

service, and in command of one or other of their ships for seven years past, was placed in charge of her as master. Besides Captain Brickenstein there were also five officers on board, who all held masters' certificates; and she had a crew of 99 hands all told. She had two Bremerhaven pilots on board to pilot her down the river, and an English pilot whose duty it would be to take charge of her when she reached the Owers; but there was no North Sea pilot, no one except her officers to navigate her from the mouth of the Weser to the Nab. The vessel had a general cargo and about 113 passengers. She was moderately, not deeply laden, having room for about 600 or 700 tons more of cargo, and was, we are told, upon a nearly even keel. She had eight boats, of which seven were metal lifeboats, and the other was a wooden boat fitted with air-tight compartments.

The "Deutschland" left Bremerhaven at 3.30 p.m. of Saturday the 4th of December 1875, and proceeded down the river. At dusk she came to anchor, but on the following morning at 7.30 a.m. she continued her course. At 9.30 a.m. she passed the Key Buoy, which is at the mouth of the river Weser, when her course was laid W. true, the standard compass showing W. by N., allowing $1\frac{1}{2}$ points westerly variation, and $\frac{1}{2}$ point easterly deviation. The wind was at this time blowing a stiff breeze from the N.E. with occasional snowstorms. At first the speed is stated to have been 12 knots, but at 11 a.m. the foretopsail was set, and the speed was increased to $12\frac{1}{2}$ knots. At noon soundings were taken, and were reported to be $12\frac{1}{2}$ fathoms.

The vessel continued on the same course until 1.30 p.m. of the same day, when they reached the Borkum Light Ship, passing it on the port hand, distant about $\frac{3}{4}$ of a mile; and a course was then steered W.S.W. $\frac{1}{2}$ W. true, or, as we should say, W. by S. $\frac{1}{2}$ S., and allowing $1\frac{1}{2}$ points westerly variation, and $\frac{3}{4}$ point easterly deviation, this would give W. $\frac{3}{4}$ S. by the standard compass. The wind continued to increase from the N.E., and at 4 p.m. the vessel was reported to be making 13 knots. From the Borkum Light Ship the vessel was navigated by dead reckoning only, no land or light having been seen from that point to enable them to fix their position with certainty.

At 6 p.m., when it was thought that they were off Terschelling, the ship's course was changed to S.W. $\frac{1}{2}$ S. true, which would give by the standard compass S.W. $\frac{1}{4}$ W., allowing $1\frac{3}{4}$ points westerly variation, and 1 point easterly deviation; and this course was continued until the vessel struck; it being, as the master informed us, his intention, owing to the hazy state of the atmosphere, to take the middle course, half way between the Galloper and Hinder, and clear of the Lights on both sides of the Channel.

The weather continued as before, the wind blowing a gale from the N.E. with snow squalls, and at 1 a.m. they logged $13\frac{1}{2}$ knots. At 2 a.m., it being thought that she was getting down towards the Sands, the ship was hove to, and soundings were taken, which were reported to be 21 fathoms with fine sand. The ship was continued on her course, making $13\frac{1}{2}$ knots. At 3 a.m. soundings were again taken, and were reported at 25 fathoms, with fine sand. At 4 a.m., on soundings being again taken, only $17\frac{1}{2}$ fathoms, with fine sand, were reported. Thereupon the foretopsail was taken in, and the ship was put at half speed, but which, it should be observed, was $9\frac{1}{2}$ knots an hour. At 4.30 a.m. soundings having been again taken, 22 fathoms were reported, with fine sand, and the ship was continued at half speed.

At 5 a.m. the last soundings were taken, and 17 fathoms "sand with shells" were reported. Orders were thereupon given to put the vessel on her course again at half speed, and her head was just coming round to the S.W. $\frac{1}{2}$ S. true, when a light was discovered on the port bow. It was reported by the man on the look-out ahead, and was seen both by the master and by the English pilot, who were on the bridge; it is said in the Protest that the light "now and then disappeared on account of the snow." The master stated that he took it to be either the North Hinder Light or a fisherman's light. In about four or five minutes afterwards, and whilst still going at half speed breakers were suddenly seen ahead. Orders were immediately given to turn astern full speed, but after a few revolutions of the engine the propeller broke, and the ship became unmanageable. At the time when the propeller gave way a slight shock was felt, whether from touching the ground or from the breaking of the propeller, it is difficult to say. This was soon afterwards followed by several more severe shocks, and the ship became fixed upon the sand. At this time it was nearly high water, the wind was blowing a strong gale from the N.E., and the sea was running very high. The ship slewed round with her port side to the sea, which broke over her.

As soon as it was found that the vessel was aground, the master gave orders that all the passengers should be provided with life-belts, that the boats should be cleared ready for lowering, and that rockets should be sent up as signals of distress. All these measures were promptly executed. One boat was lowered with the fourth

officer and four men in her, but she filled alongside and drifted away, and was not again seen. Another boat was smashed alongside. A third was washed from the davits with three men in her, and ultimately came ashore near Sheerness, with two of the three men in her dead.

After this no further attempt was made to lower any of the boats, but rockets continued to be sent up at intervals to make known the dangerous position of the vessel; and it is said that about 18 rockets were thus sent up from the ship before daylight. No gun was fired, although this is one of the signals of distress prescribed by the regulations for German as well as for English vessels, for reasons which I shall presently state.

At daylight the ship was found to be ashore on the north-east end of the Kentish Knock Sand, and about 2½ miles from the Knock Light Vessel, which bore from them about E.S.E. Such, however, was the state of the weather that, it was not until 9.30 a.m. that the "Deutschland" was observed by the people on board the Light Ship, who immediately began to fire guns, with a view of drawing attention to her. And, although guns continued to be fired from the Light Ship every half hour throughout the day, it does not appear that they were ever once heard from the "Deutschland," such was the violence of the wind and sea.

By the aid of three steam and five hand pumps the people on board the "Deutschland" managed to keep the vessel tolerably free from water during the day, the passengers assisting. Efforts were also made by lightening the fore hold, and setting the foresail and foretopsail to keep the vessel end on to the sea, and to force her into smoother water, which they ultimately succeeded in doing. The weather, however, continued, as the protest describes it, to be so "very heavy," and the sea so "fearfully high," that it was deemed impossible to launch any of the five remaining life-boats, which they had on board. It was felt that the ship was the safest place, for they entertained no doubt at that time, but that she would hold together, until assistance could come to them.

During the day two vessels, a steamer and a brig, passed within sight of the "Deutschland," but gave them no assistance, under circumstances to which I shall presently have occasion to refer.

As soon as darkness had set in, the Kentish Knock Light Vessel began to throw up rockets. These were soon afterwards answered from the Sunk Light Ship, which is about 10½ miles off, bearing N.W. by N. from her, and in the direction of Harwich. The rockets from the Sunk Light Ship were seen and answered from the Coast Guard Station at Harwich, and from the Cork Light Ship. And from time to time throughout the night rockets continued to be sent up from the Light Ships and Coast Guard Station. During the night the "Deutschland" also fired off the remainder of her rockets, about 18 in number.

Until after night had closed in, those on board the "Deutschland" did not consider themselves to be in any very imminent danger; they had been able by the help of the pumps to keep the water under, and the people could get below. But at 6 p.m. the water began to increase in the ship, and at length extinguished the fires. At 7 p.m. the master ordered the mails and passengers' luggage to be brought up into the gangways and the first class cabins. At 8 p.m., however, the vessel by the help of her sails had forged ahead over the sand, where she lay in a somewhat easier berth; and in order to prevent her driving quite over the sand and into deep water, the starboard anchor was dropped, but the chain having parted the port anchor was let go and held her.

About 9 p.m., the wind had somewhat moderated, and no assistance having arrived, a consultation was held amongst the officers of the "Deutschland," as to whether it would be advisable to launch the life-boats, which still remained on board. And it appears to have been unanimously decided, an opinion in which the English pilot entirely concurred, that it would be better to stick to the vessel; for they had still no apprehension, but that she would hold together until assistance arrived. It was thought, too, that, even if they succeeded in launching the boats, they would not be justified in exposing their own lives, and the lives of the passengers, during the night, and in such weather, to the risks of so dangerous a navigation.

At 11 p.m. the master took the precaution to have provisions carried on to the bridge and into the tops. At 1 a.m. of the Tuesday morning, as the tide rose, the wind and sea increased; and at 2 a.m. the passengers and crew were ordered to take to the rigging, as the gangways were fast filling with water, which thence found its way into the upper cabins. Most of the passengers obeyed the order, but a few remained below, and as the water rose they were drowned. From 4 to 7 a.m. it blew very hard

from the N.E., and many of the passengers and crew were washed out of the rigging, or fell numbed with cold and exhausted into the sea. It was at this time that their five remaining boats were washed away.

At 8 a.m. the wind and sea had abated, and the tide having fallen, they were able to descend to the deck; and at about 10 o'clock the same morning the steam-tug "Liverpool" arrived from Harwich. She first took from the wreck three boat loads, consisting of passengers, and having then hauled alongside she took on board the remainder of the crew and passengers, and proceeded with them to Harwich, where they were landed at about 4 p.m. of the same day. It is said that 86 of the crew were saved, including the master and the three pilots, and 69 passengers; so that 16 of the officers and crew, and about 44 passengers perished from the time the ship took the ground.

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## II.—Condition of the "Deutschland" and of her Equipments.

Such, then, are the facts of this very distressing case, but before we proceed to consider how it was that the "Deutschland" got upon the Sand, it may be well to inquire what was the state and condition of the vessel and of her equipments, and whether they contributed in any degree to the disaster, or to its unhappy results.

The North German Lloyd's.

And, first, I will say a few words in regard to the North German Lloyd's, the Company to which this vessel belonged. Mr. Carl Hargesheimer, one of the managing directors, was examined before us, and gave us a great deal of information as to the past and present position of the Company. He told us that it was originally established in 1857, and that before the loss of the "Deutschland" the Company possessed 53 steam vessels, of which 29 were large Transatlantic steamers; and that during the 17 years of the Company's existence, to the end of 1874, they had carried across the Atlantic more than 540,000 passengers, without the loss of a single life. He also informed us that during all that time they had lost but two vessels; one, the "Union," in 1870, on the north coast of Scotland, during the war with France, when their steamers had to go north about to avoid the French cruizers; the other, the "Konig Wilhelm," about two years since on the Dutch coast; but on neither occasion had any life been lost. He stated that formerly they used to purchase their vessels, but that of late years they have built them for themselves, and that for that purpose they have large works at Bremen and Bremerhaven, and a floating dock at the latter place expressly for their own vessels. He stated that their vessels are not subjected to any government survey, but that they have a competent staff of officers whose duty it is carefully to overhaul them both before their departure and after their return; and that they are always kept in a state of the highest efficiency. The Company does not insure its vessels. We may add that the fact that they call in regularly at Southampton for passengers and freight, on their way to and from the United States, sufficiently shows the high estimation in which its ships are held by merchants and others in this country.

The "Deutschland."

As regards the "Deutschland" herself, it seems that she was originally built at Greenock in the year 1866 by Messrs. Caird and Co., a shipbuilding firm of the highest respectability. She had already made a great many voyages with perfect safety between Bremerhaven and New York, calling in at Southampton on the way. In the voyage previous to the last, when about half way across the Atlantic, she had lost the blades of her propeller by coming, it is supposed, into collision with a piece of wreckage. She had accordingly to put back to Southampton, where she was docked, and a new propeller, which had been sent for from Bremerhaven, was put into her. The new propeller, it seems, was supplied from the Company's works at Bremerhaven, and there is no reason to suppose that it was not in every respect a most efficient one. We examined the Superintendent Engineer of the Royal Mail Steam Packet Company at Southampton, who superintended the repairs, and who stated that the new propeller was a very good one, and that the ship herself was a strong, well built, and well equipped vessel in every respect.

After the repairs had been completed at Southampton, the "Deutschland" pursued her voyage to New York, returning in March last to Bremerhaven, where, as we have already stated, owing to the slackness of trade with the United States, she was laid up until the beginning of last December, when she sailed on her last voyage for New York. Before her departure she appears to have been thoroughly overhauled; her engines and boilers, which had been renewed two years previously, were put in order; and her compasses were properly adjusted by Mr. Rudolf, a gentleman of high standing at Bremerhaven, and who is regularly employed by the Company for

that purpose; she had an experienced captain in charge of her, a full and efficient crew of officers and men, was not deeply laden, had an ample supply of boats, and was in every respect, save in one particular to which I shall shortly have occasion to refer, thoroughly and efficiently equipped, and provided with all things necessary to enable her to make her voyage in safety. That she was a good, strong, well-built vessel is sufficiently proved by the fact that she remained for so many hours on the Kentish Knock exposed to the whole fury of a north-east gale without breaking up. Questions, however, having been raised in regard to the condition of some of her equipments, it will be proper for us to notice them.

Break down of the propeller.

And first, as to the break down of the propeller. A good deal of discussion took place in the course of the Inquiry as to whether it was the shaft of the propeller which broke, or whether only the blades had given way. It does not appear to us to be a matter of much importance, but judging from the evidence that was laid before us, we think that there can be very little doubt that it was only the blades which broke off, and not the shaft itself. It seems that the vessel first touched the ground forward, and that the propeller gave way at about the same time. A diver was produced, who stated that he had gone down since the accident, and had walked through the space between the stern and rudder posts, where the boss would be, and had found nothing except a small piece of jagged iron projecting from the end; but his evidence amounted to very little, for it seems that he did not go down until the Friday after the accident, and after the vessel had been beating upon the sands for some days, and when it is not unlikely that the rudder post may have been forced out of its place, and the shaft thus broken. Moreover, he admitted that there was not light enough for him to see under the water, and that he judged simply by feeling with his hands. On the whole, we see nothing to lead us to believe that the propeller was other than a perfectly sound and good one, and we think that the mere act of turning the engines suddenly full speed astern when they were going ahead, and with such a sea as was then on, is quite sufficient to account for the blades flying off.

Boats of the "Deutschland."

Another point which we were asked to consider was, why the boats of the "Deutschland" were not used to rescue the crew and passengers from their perilous position? The answer appears to us to be very simple. From about 5 a.m., when the vessel struck, until 9 p.m. of the same day, it is clear from the evidence of those on board, that not only was it not possible for them to have launched any of their boats, although they still had five remaining on board, but that even a lifeboat could not have lived alongside the vessel, and must have been immediately swamped. For the short time at and after 9 p.m., when it might have been possible to launch a boat from her, it seems that the officers held a consultation to determine whether they should do so or not, and it was unanimously decided that it would be better not, and in that opinion we entirely concur. With such a sea as was still on, and with a strong gale from the N.E., we think it would have been madness to have launched a boat at that distance from the shore, in a dark night, and in the middle of such a dangerous navigation. Had it been possible to have reached the Light Ship, it might have been different, but this it seems could not be done, and we think that they exercised a wise discretion in remaining by the ship, believing, as they might reasonably do, that she would hold together, until assistance came to them from the shore. There is also no reason for supposing that the lowering tackle of the boats was not in proper order.

Signals of distress.

Another point also, on which we were invited to express our opinion, was as to whether the proper signals of distress were exhibited from the "Deutschland." It seems that the signals of distress, which vessels are required to exhibit, when they require assistance, and which apply to German as well as to English vessels, are the following:—

"In the daytime—

"1. A gun fired at intervals of about a minute.

"2. The international code signal of distress indicated by NC.

"3. The distant signal, consisting of a square flag having either above or below "it a ball, or anything resembling a ball."

"At night—

"1. A gun fired at intervals of about a minute.

"2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.).

"3. Rockets or shells of any colour or description fired one at a time at short "intervals."

The above are, it is said, to be used or displayed either together or separately, and are to be regarded as signals of distress.

Day signals.

During the daytime the only one of these signals of distress, which was exhibited from the "Deutschland," was "the international code signal of distress indicated by "NC." Neither of the other two signals was used or exhibited at any time. It is

true that flags were put up half-mast high in different parts of the rigging; but they are not now regarded as signals of distress, and we may therefore put them aside.

The gun. In answer to the question why a gun was not fired, we were at first told by the master that this could not be done, because the powder was wet. On being asked, however, where the powder was kept, he stated that it was kept in the same place as the rockets were; and it was then admitted that it was only one or two charges of powder, that had got wetted, whilst being carried to the gun, but that they had other charges which were not wet. On being further pressed upon the point the master stated that he made no attempt to fire the gun, until he saw the unknown steamer passing them, which it seems was at about 11 a.m. of the Monday morning, and that he then ordered the gun to be got ready for firing, with a view to attract her attention, but that the touchhole was stopped up; and that, whilst they were endeavouring to clear it, he saw a flash from the Light Ship, and that he then thought that there would be no use in firing it. He added that he made no attempt afterwards, as he knew that they were seen from the Kentish Knock Light Ship, and there was nothing else at hand, whose attention it was necessary to attract. Ultimately, however, it came out, on the examination of the chief engineer, that he had been requested by the master to clear the touchhole of the gun, that he had set a man to do it, and that, although the man was at work upon it for about three-quarters of an hour, he was not able to clear it, and that they never succeeded in putting the gun into a fit state to be fired, whilst they were on board.

Now, although we are not prepared to say that, if this gun had been in proper order, and had been fired off, soon after they took the ground on the Monday morning, it would necessarily have been heard at the Kentish Knock Light Ship, and an opportunity have been afforded of making their position known to those in the Light Ship; nor, indeed, that even in that case the news could have been communicated to the Sunk Light Ship, and thence to the shore before daybreak on Monday morning; yet it seems to us to be very necessary that such a vessel as the "Deutschland" should, on setting out on a voyage, have been furnished with a gun in proper condition to be discharged, seeing that this is the first of the signals of distress prescribed by the regulations. There certainly was neglect on the part of some one in not providing her with a gun which could be fired, if necessary; but it is the only instance, in which her equipments do not appear to have been so complete and perfect, as they should have been. And no doubt the Company will in future take care that proper provision is made in this respect; for had the vessel got upon a bank in a fog, it is quite possible that this might have been the only mode of making her position known.

It was said, indeed, that the firing of a gun would have been of no use in this case, because, although the Light Ship continued at intervals to fire guns all day, they were not heard from the "Deutschland." But because the sound of a gun fired from the Light Ship was not heard on board the "Deutschland," it does not at all follow that a gun fired from the "Deutschland" might not have been heard at the Light Ship. It should be remembered that the people on board the "Deutschland" were in the midst of the breakers, and in consequence the sound of a distant gun might very possibly not have been heard by them; on the other hand, the people in the Light Ship would probably have been able to distinguish between the sound of a gun, and the noise of the breakers to which they would be much more accustomed.

Signal No. 3. No reason was given why the master did not exhibit the third of the signals of distress prescribed by the regulations, or why he exhibited flags half mast high, which are no longer regarded as signals of distress; but this is a matter of minor importance as compared with the question of the gun.

Night signals. At night the signals used by the "Deutschland" were rockets fired at intervals. It seems that they fired off about 18 before daylight of the Monday morning, and the remainder of the stock which they had on board, about 18 more, during Monday night. For the reasons given above, they did not fire off a gun. They did not exhibit flames in the ship by burning a tar or oil barrel, probably because there would have been no use in their doing so, at all events after daybreak on Monday, when their position had become known to the people on board the Kentish Knock Light Ship.

On the whole, however, except as regards the omission to fire a gun, and for which the master seems not to have been specially responsible, it does not appear that any signal of distress was omitted to be displayed, either during the daytime or at night, which would have been likely to convey information of the vessel's dangerous position at an earlier period to the shore.

## III.—How came the "Deutschland" to get on the Kentish Knock?

The question which we have next to consider is, how came the "Deutschland," to find herself soon after 5 a.m. of the 6th of December ashore on the Kentish Knock?—This is perhaps the most important question, and especially to the Company, to which the "Deutschland" belongs; for if we are to admit, as the master invites us to do, that this great disaster is due to some unknown and mysterious cause, which it is not possible to trace, there would be no security that it might not happen again to another of their fine fleet of steamers; but if we can show that it was probably due to some known, and I may add preventible, cause, they would be able to guard against its recurrence in the future. It will, therefore, be our duty to examine with the greatest care the various suggestions that have been offered to account for the vessel having got on shore, and to endeavour if possible to find some reasonable explanation of the fact.

The ship's papers.

Now, the first document, to which we should naturally look for information, would of course be the ship's log book, but that has unfortunately been lost. So also has the chart, on which the master informs us that he laid down the ship's course and her position from time to time. And as a good many observations were made in the course of the Inquiry as to the loss of these documents, it may be well to state the circumstances under which they are said to have been lost.

How lost.

It appears that, shortly before it became necessary to abandon the lower part of the ship, the master directed the purser to put all the ship's papers into a valise or trunk. They were ordinarily kept in an iron box, but it was thought better to put them into a trunk, as there would then be less likelihood of their being lost, if the ship went down, than if they were left in the iron box. There is some evidence that the purser put them in his trunk, and that this trunk was placed with the mails and the passengers' luggage. There is also some evidence that, when the steam tug "Liverpool" was alongside, this trunk was seen being carried along the "Deutschland's" deck by two of the seamen towards the tug; but whether or not it was ever put on board that vessel, there is nothing to show, for no one appears to have seen it on board the tug. Upon the arrival of the tug at Harwich all the crew and passengers went on shore, and the luggage, as well as the mails, were removed to the private warehouse of Mr. Williams, the German Vice-Consul at Harwich. On the following morning, when the master sent the second officer down to the warehouse to look for the trunk, it was nowhere to be found. Unfortunately, the purser himself was drowned, having fallen from the rigging in the course of the Tuesday morning before the tug arrived, or he might possibly have thrown some light upon it. Every one, who could be supposed to know anything about the ship's papers, has been asked about them, but one and all declared that they did not know what had become of them.

Substitute for lost log book.

Under these circumstances, and as the best substitute for the lost log book, I directed the master to prepare a form of log book as nearly as possible similar to that which had been lost, and which would show from hour to hour, and from watch to watch, the distance run, the force and direction of the wind, the course of the vessel, and such other particulars as would usually be found in the log book. I told him that he might prepare it in communication with his officers, because the original log book itself would have been so drawn up, the facts which it contains not being specially within the master's knowledge, but facts which would be communicated to him by the officers of the watch, for instance, the number of miles run, the depth and character of the soundings, &c. This was accordingly done, and a copy thereof, as well as of the Protest, which was made by the master and officers of the "Deutschland" some days after they had been landed at Harwich, will be found annexed to this Report.

Appendix, Nos. 1 and 2.

Substitute for lost chart.

The chart, too, on which the master stated that he had from time to time verified his position having been also lost with the ship's papers, I directed him to take another chart, similar to that which he had had in use on the voyage, and to lay down upon it the course which he said that he had intended to take, and which he supposed he was taking up to the moment of his seeing the breakers. I told him also to mark the supposed position of the vessel at the end of each watch, and when the soundings were taken, as he told us he had done, when verifying his position. It appeared to me that a chart so marked would not only enable us to test the master's evidence, but might assist us in forming an opinion as to how the accident had happened. The original chart thus marked by the master will accompany this Report.

As this chart, however, is upon an inconveniently large scale, and it will be necessary in the observations, which I shall have occasion to make, frequently to refer to it, I have

caused a plan of the locality to be prepared from the Admiralty chart, which it seems the master had on board, showing not only the course which he says that he intended to take, and his supposed position from time to time, but also what, in our opinion, must have been the actual course of the vessel. The continuous red line shows the intended course of the vessel as laid down by the master, the dotted red line what we believe to have been her actual course. The plan shows also the soundings along the intended and actual courses, the set of the tides as shown on the Admiralty chart, the lights on the English and Dutch coast, and such other particulars as would seem to have a bearing on the case. A lithographed copy of this plan is annexed to this Report.

Appendix, No. 3.

The first thing that struck us, when we came to examine the marked chart, was that the place, which the master has indicated as being that where he had supposed his vessel to be at 5 a.m. of the Monday morning, is rather more than 30 miles distant from, and something like 18 miles to the eastward of the place, where she actually was at that time.

The way in which the master professes to have verified his position was this; he drew a line on the chart in the direction in which he was steering, then marked off the number of miles which it appeared from the log that the ship had run in the time, and without making any allowance for the direction and set of the tide, and whether it was with them or against them, he there placed the vessel. Thus, starting from the Borkum Light Ship, he finds that from 1.30 p.m. to 6 p.m. he was steering a course W.S.W. $\frac{1}{2}$ W, true, and that by the log he had made in that time 58 miles, he accordingly draws a line from the Borkum Light Ship in a direction W.S.W. $\frac{1}{2}$ W., marks off 58 miles by the scale, and there places the ship. Again, from 6 p.m. until 5 a.m. the following morning the vessel was steering a course S.W. $\frac{1}{2}$ S. true, and during that time it is computed by dead reckoning that she had run 140 miles; accordingly another line is drawn in a direction S.W. $\frac{1}{2}$ S., 140 miles are marked off, and there the vessel is placed. No allowance is made for the tide either one way or the other, no allowance for lee way, but the position of the ship is determined simply by dead reckoning. It is clear that such a mode of verifying his position, without regarding in any way the force and direction of the tide, must be very unsatisfactory; and the result is that he found himself, as I have stated, more than 30 miles from the place where he says he supposed himself to be, and some 18 miles to the west.

### *Reasons assigned by the Master.*

Now the master has assigned three causes as having possibly contributed to take him so far out of his course. He thinks—

(1.) That he may have overrun his reckoning; or
(2.) That his compasses may have been wrong; or
(3.) That there may have been a current which set him to the west.

To one or more of these causes, or to all combined, does he attribute the disaster.

### (1.) *Overrunning his reckoning.*

That the master overran his reckoning admits indeed of no doubt. The distance from the Kentish Knock to the place, at which he supposed he was, when he altered his course to S.W. $\frac{1}{2}$ S., is about 164 miles, or about 24 miles more than the distance which his dead reckoning gave him. And taking the start from the Borkum Light Ship, which is the last point where he knew his position with certainty, he must in the 15$\frac{1}{2}$ hours which elapsed between 1.30 p.m., when he passed the Light Ship, and 5 a.m. when he got on the Kentish Knock, have overrun his reckoning some 24 miles. The question, however, is not, whether he overran his reckoning, but how he came to do so.

Something, indeed, was said in the course of the Inquiry as to whether the error, so far as relates to overrunning the reckoning, could in any way be due to the fact that they had used the common log, instead of the patent log, for estimating the vessel's speed through the water. But, although it is quite possible that they might have obtained a more correct estimate of the vessel's speed, had they employed the patent log, which it seems they had on board, we hardly think that so serious an error as 24 miles in a run of 15$\frac{1}{2}$ hours would have resulted from their using the common log, provided that due care had been taken in heaving it; and if there had been any carelessness in this respect, the error would have shown itself by a great difference in the

recorded speed in the different watches, which we do not find. We have, therefore, no reason to suppose that the error was due to the use of the common log.

### (2.) *The Ship's Compasses.*

Secondly, as to the ship's compasses.

No doubt a slight error in the compasses—according to the master an error of even less than half a point—would be sufficient to account for the vessel getting so far out of her course that she might ultimately have run upon the Kentish Knock Sand, but it would certainly not account for her having overrun her reckoning. It may, however, be well to see whether it in any way conduced, as the master supposes it may have done, to the disaster. With this view it will be necessary to inquire what steps were taken before the vessel's departure to have the vessel's compasses properly adjusted, the deviation on each point accurately ascertained, and a correct deviation card furnished to the master.

It seems that there were on board the vessel five compasses, two in the wheelhouse aft for the men to steer by, one on the bridge for the officer of the watch, and two standard compasses, one over the cabin skylight, and the other about 25 feet forward of it, fixed upon a stanchion raised about $5\frac{1}{2}$ feet above the deck, and equidistant from the sides of the ship. This last was the most important, for it was by it that the course of the ship was laid. The plan pursued seems to have been as follows: the master first determined what the true course of the ship should be, and then allowing for the variation on account of magnetic attraction, and for deviation of the standard compass according to the deviation card furnished to him, the compass course was ascertained.

Unfortunately the deviation card was lost with the rest of the ship's papers, and no copy of it has been preserved; but Mr. Rudolf, the gentleman by whom the compasses were adjusted, and the deviation card prepared, attended before us, and gave us the fullest information on the subject. Mr. Rudolf, who is an instrument maker in very extensive business residing at Bremerhaven, and is employed not only by the North German Lloyd's, but by the Imperial German Navy, told us that, owing to the "Deutschland" having been laid up for several months in harbour, it was deemed expedient that her compasses should be examined, and that they were accordingly sent to him in September last for that purpose. He said that he had had them in his shop for four or five weeks, and that having carefully examined them, he caused them to be fixed in their proper places on board the ship; and on a subsequent day, with the assistance of the chief officer of the ship and other competent persons, he tested them by swinging the ship in the Bremerhaven Dock. He told us that he had compared the compasses on every point of the circle, except perhaps five or six, and from W. to S. on every point, those being the most important. He told us that there was very little difference between the two standard compasses, and that as their greatest deviation at any point was not more than 15 degrees, he did not think it necessary to compensate them, but that the deviation of the other compasses being greater he had compensated them according to Professor Airey's method. He said that he carefully noted the deviations at every point, and gave a copy of the deviation card to the then master, Captain Ludewigs, retaining, according to his usual practice, the original in his own possession; but that on the appointment of Captain Brickenstein to the command, he had handed to him the original, and that he had unfortunately not retained any copy of it. The chief officer also stated that Captain Ludewigs had left his copy on board the vessel, and that both that copy and Captain Brickenstein's had been lost with the ship.

Now without entering into the details of the amount of the deviation, which Mr. Rudolf informed us that he had found at each point of the circle between West and South, and which we may observe agreed substantially with the deviation said to have been allowed by the master, it will be sufficient here to state that the manner, in which this gentleman gave his evidence, satisfied us that he had exercised the greatest care in adjusting the compasses, that he had carefully noted the deviations, and had furnished the master with a correct deviation card; nor can we assume that the master, having a correct deviation card before him, neglected in laying his course to allow the proper amount of deviation. We are, therefore, compelled to come to the conclusion that the disaster is not to be attributed to any error in the ship's compasses. Indeed, the master himself admitted that, except from the fact that the vessel had gone ashore on the Kentish Knock, he had no reason to suppose that there was any error in the compasses.

### (3.) *Supposed Westerly Current.*

We come then to the third and last cause assigned by the master as having possibly contributed to the disaster, the supposed westerly current.

I assume that, when the master speaks of a westerly current, he means some unknown and wholly unexpected current, which could neither be explained nor accounted for; something indeed that could not by any exercise of prudence or foresight have been guarded against or avoided; not merely the regular set of the stream due to the force and direction of the wind or tide, and which might have been known and allowed for. He stated indeed that, as the wind had been blowing from the N.E. for the preceding four or five days, he could not have anticipated any current to the west; on the contrary, he should rather have expected to find the current setting in the opposite direction; and that the waters, which would have been heaped up on the English side of the Channel, would by that time have been running back to the east; and he added that he should not have believed in the existence of any westerly current, except from the fact of his having found himself on the Kentish Knock. If indeed there had been any such extraordinary current to the westward as is supposed, it might no doubt account for the vessel having got upon the Kentish Knock; but there is no evidence of it, and we are little disposed to assume the existence of such a current,—I mean of course an extraordinary and unknown current,—if a more reasonable explanation can be found. Let us see whether some such explanation may not be found.

The master has told us, as I have already stated, that, in computing the course and position of the vessel, he made no allowance whatever for the set or force of the tide, nor whether it was with them or against them; and that he never did so. No doubt this may do well enough in the open sea, but in the North Sea, with the English coast on one side and the Dutch on the other, and where the charts and Sailing Directions show that the tides do operate, and sometimes very strongly, it may be doubted whether the master of a vessel, going at the speed at which the "Deutschland" was, namely, between 13 and 14 knots through the water, is justified in wholly disregarding the force and direction of the tide.

We could have wished, indeed, that we had had some better evidence before us of the direction and set of the tides on this vessel's course; it was the only point on which the fullest information was not given us. The pilot, who was produced to speak to the tides in the North Sea, might have been, and no doubt was, well acquainted with the direction of the tides on the English coast, but he knew nothing about them on the Dutch coast. We think, however, that there is sufficient evidence in the papers before us, and in the Admiralty chart and Sailing Directions, which it seems the master had on board, to enable us to arrive at a tolerably correct conclusion on the point.

The master himself could give us very little information on the subject, and he said that he thought that no one could do so. All, indeed, that he could tell us, was that on leaving the Key Buoy they had had the ebb tide with them; but he could not say how the tides were afterwards; he thought, however, that they followed the coast, the flood tide setting to the south-west and the ebb tide to the north-east. The mate Lauenstein seems to have observed them more carefully, for he told us that after passing the Borkum Light Ship they had the tide with them all the way, except for a short time before 4 p.m., and that at 4 it was setting to the west. The North Sea pilot also told us, as the indications on the charts show, that as you get down towards the Hinder and Galloper the flood tide sets to the south-west, and that near the Galloper it sets even more westerly, or about W.S.W., and that it runs at the rate of from 2 to 3 knots. It must also be remarked that a ship running with the tide would necessarily hold it for a much longer time, than when running against it. There was also a strong N.E. wind blowing all the time, which would tend to increase the strength of the tide to the south-west, that is to say, in the direction of the vessel's course, and to diminish it in the opposite direction.

Taking all these circumstances into consideration, and bearing in mind that, when the ship went on shore on the Kentish Knock, it was nearly high water, and that, consequently, she must then have had the flood tide with her for several hours, we think that we can easily understand, how it was that the vessel ran ahead of her reckoning, and at the same time got so far away to the westward. Let me explain this more fully.

It should be observed that this was the first occasion, on which Captain Brickenstein had made the voyage, since the Borkum Light Ship had been placed in position. Before that time it seems to have been the practice to make the Borkum Lighthouse, which is situate on the shore, and is visible at about 10 miles off. The

Borkum Light Ship, on the other hand, is at a distance of about 17 or 18 miles from the shore, and lies about N.N.W. from the Lighthouse, and as the "Deutschland" passed three-quarters of a mile outside of it, it follows that she would at this point be already further out from the land, and to the westward, than she had usually been on former voyages; and this, indeed, was admitted by Captain Hargesheimer, one of the managing directors of the company, and himself an old and experienced seaman.

From the Borkum Light Ship the master steered a W.S.W. ½ W. course true, or within a point and a half of West, and he kept this course for 4½ hours from 1.30 p.m. to 6 p.m. Now we know from the mate that during this time they had the tide with them all the way, except for a short time before 4 o'clock, and that at 4 the tide was setting to the West, that is to say, in the direction of the vessel's course. When then the master marks off 58 miles, which is the distance she is estimated by the log to have run through the water in those 4½ hours, in a W.S.W. ½ W. direction from the Borkum Light Ship, and there places the ship, it is clear that he has not placed her far enough to the west, for he has made no allowance for the set of the tide in the direction of the vessel's course; he has merely allowed for the vessel's motion through the water, not for the motion of the water itself.

We know that in the 15½ hours from 1.30 p.m., when she passed the Borkum Light Ship, until 5 a.m. when she grounded on the Kentish Knock, she had overrun her reckoning, or, in other words, the distance she was computed by the log to have gone through the water, by about 24 miles. And if we may assume, as I think we may, that on this part of her course, with the tide, as we are told, in her favour, the same causes would be operating, and, probably, with even greater effect, to set her ahead of her reckoning, we can easily understand that, when the master altered her course to S.W. ½ S., she was already some 9 or 10 miles ahead of, and to the west of where he has placed her.

Lastly, we have the run from 6 p.m. in a direction S.W. ½ S. with the wind almost dead aft, and with a tide for at least seven hours before she took the ground, setting her on her course first to the S.W., and latterly in a direction W.S.W.; and we can then have little difficulty in understanding how the vessel came to get on the Kentish Knock, without having to resort to the theory either of an error in the compasses, or of any extraordinary or mysterious current.

In our opinion the accident is due to the vessel having got ahead of her reckoning, owing to the disregard by the master of the force and direction of the tide.

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## IV.—Was the Master justified in holding on as he did?

But whether this opinion be well founded or not, a question arises, which will demand the most careful attention from us; namely, was the master justified in continuing his course, as he did, nearly up to the time of the vessel going ashore?

He told us, as I have already stated, that, owing to the state of the weather and the blinding snow squalls, he intended to take the middle course or mid-channel, half way between the Galloper and North Hinder, and clear of all the Lights. He stated that when he wanted to make the Lights on the English side, he laid his course from Terschelling S.W. ¼ S., but that on this occasion he went a quarter of a point further south, and that he did not expect to make the Lights on either side. The same statement was made by the officers of the ship, as well as by the English pilot who was on board, and who it is said had made the voyage in the company's ships 121 times, and therefore knew the course well.

The mid-channel, to which the witnesses refer, is, as we were told by the North Sea pilot, who was produced before us, a deep water channel, which commences at about Smith's Knoll, and runs down south between the Galloper and Hinder. Its width between the Galloper and Hinder is about 12½ miles; and the depth of water varies from 25 to 30 fathoms, the dotted line on the chart marking the 20 fathom line.

That there may be no mistake on this point I will here quote a portion of the evidence given by the English pilot, who was on board the vessel, and upon whose evidence the master seems greatly to have relied. He was asked,

"Did you generally pick them" (that is the lights) "up, on one side or the other?
A.—"No, we generally come right down midway.
Q.—"And generally you do not see any light?
A.—"It is quite frequent that we do not see either light.

Q.—"When you do not see either light, is it usual to take soundings?
A.—"Yes.
Q.—"And do not you generally get deep water?
A.—"If we are in midway, we generally get deep water.
Q.—"And if you thought that you were midway, and got shallow water, you would be rather surprised, would you not?
A.—"I should think that then we might be perhaps over to the Hinder side.
Q.—"You would think that you were over to the Hinder, or over to the Galloper?
A.—"Yes, if we got shoal water.
Q.—"I mean 17 fathoms. If you got outside the 20 fathom line, you would know that you had got either to the one side, or to the other, would you not?
A.—"Yes."

Now the master told us that at 2 a.m., thinking that he was getting down to the neighbourhood of the Sands, he took soundings, and having got 21 fathoms, he continued his course as before at 13½ knots; at 3 a.m. he took fresh soundings, got 25 fathoms, and still went on at the same speed until 4 a.m., when he took soundings again, and struck 17½ fathoms. He then put the vessel at half speed, which it must be remembered was, by his own admission, 9½ knots an hour. At half-past 4 fresh soundings were taken, which gave 22 fathoms, and the vessel was then put on again at half speed. At 5 a.m. the vessel was hove-to, and soundings were again taken, when it was found that there were only 17 fathoms. Still the master held on, and the vessel was just getting upon her course again, and he was on the point of going down to the navigation room to verify his position, when he saw a light on the port bow. He concluded that it was either the North Hinder or a fisherman's light. The light, it is said, now and then disappeared in a snow squall. He still goes on ahead at half speed, and about four or five minutes afterwards, as he was again on the point of going below to verify his position, he sees breakers ahead. He immediately orders the engines to be turned astern full speed, but the propeller gives way and the vessel goes on the sand.

This is the master's own account of his proceedings, and we think that it shows a very great want of care and judgment on his part. In the first place, when at 4 a.m. he struck 17½ fathoms of water, he must or ought to have known that he was out of his course, or rather perhaps I ought to say, out of the course that he had intended to take, and supposed that he was taking. The course, which he intended to take, and which he supposed that he was on, was, as I have already stated, down mid-channel, where the soundings would be from 25 to 30 fathoms; and on getting only 17½ fathoms, he ought to have known that he was, as the pilot stated, either too much over to the English side or too much over to the Dutch side, and not, as he supposed, in mid-channel. Knowing this, and seeing what a night it was, it seems to us that it was his duty to have hove his ship to, and not to have continued his course even at half speed. But even if he did not think it necessary to heave-to at 4 a.m., surely at 5 a.m., when he struck 17 fathoms, it was still more his duty to do so, as that must have been an additional proof, if such were wanting, that he was out of his proper course. Instead of that he orders the vessel to go on again at half speed.

And here it should be observed that the course, which the master has laid down on the chart, as being that which he supposed he was taking, is clearly not that which he told us that it was his intention to take; it is not down mid-channel, half way between the Galloper and the Hinder, and clear of the Lights on both sides; but it is right over to the Hinder side of the channel. A course half way between the Galloper and Hinder would have taken him some five or six miles to the west of the position where he has placed his ship; but then he would have been in deep water, some 25 fathoms or more, and not in about 17 fathoms only. Moreover in the earlier part of his examination the master stated that the course which he intended to follow would take him about 13 miles east of the Kentish Knock; and a course half way between the Galloper and the Hinder would be about 13 miles east of the Kentish Knock. I think, therefore, that we are fairly entitled to assume that the course, which the master intended to take, is not that which he has laid down on the chart, but a course which would have taken him some 5 or 6 miles further to the west.

The master was a good deal pressed, in the course of the Inquiry, to point out where he found, on his supposed course, soundings corresponding to those which he had obtained, and which led him to think that he was on his right course, but he was not able to do so. Thus at 2 a.m. he gets 21 fathoms, but at the spot where he has placed his vessel at that time the chart shows only 17 fathoms. At 3 a.m. he says he got 25 fathoms, but the chart gives only 20 fathoms at the spot where he has placed his

vessel at that time. At 4 and 5 the chart and the recorded soundings practically agree, but at 4.30, when he says he got 22 fathoms, the chart shows only about 18 fathoms.

On the other hand, taking what we believe to have been his actual course, we find, allowing for the fact that it was nearly high water, and that consequently the actual soundings would be something like two fathoms above those marked on the chart, that the soundings at 2, 3, 4, 4.30, and 5 agree practically with those which he obtained. And had the master not assumed, most improperly in our opinion, that he was on the Hinder and not on the Galloper side of the channel, the soundings would have been sufficient, if not to show him his true position, at all events to warn him that he was running into danger.

Again, when the master saw the Light, he says he thought it was either the Hinder or a fisherman's light. To suppose that it could be a fishing boat seems to us to be very extraordinary, for a fishing boat would only carry a bright white light, which it seems this was, "when at anchor or attached to her nets and stationary," and it is hardly to be supposed that a fishing boat would have been either at anchor or attached to her nets and stationary, in such weather, and in such a place. But even if he had thought that it was the Hinder Light, he ought to have remembered that he was out of his course, for his intention was to go down mid channel, clear of all the Lights. The master in his protest states that the Light "now and then disappeared," and he attributes its disappearance to the snowstorm, but it is strange that it never occurred to him that its occasional disappearance might be due, not to the snow, but to the fact that it was a revolving light, as in that case he would have known that it must have been the Kentish Knock, which has a revolving light, and not the Hinder, which is a fixed light.

When the master was asked on his examination why he did not heave the ship to, he stated that it would have been dangerous to do so, for that, with such a sea as was then running, the ship might have been pooped. When he gave this answer, he seems to have forgotten that he had within the preceding three hours already hove his vessel to no less than five times to take soundings, namely at 2, 3, 4, half-past 4, and 5, and that he had done so without being pooped. On a subsequent day, after Mr. Hargesheimer had been examined, and had stated that, if he had been in command and had thought himself in danger, he should have put about, and returned slowly upon his course, the master modified his answer as to any supposed danger of being pooped if he hove his ship to, but stated what appears to us to be almost equally untenable, that it was necessary for him, with such a sea as was then on, to keep his vessel going at the rate he did, that is to say, 9½ knots, in order to keep steerage way upon her. This statement, however, was also not supported by the managing director of the company, who said that he thought five miles an hour would have been sufficient to keep steerage way on her.

On the whole we think that the master ought, from the warnings he received, to have known that his ship was out of her position, and knowing this, it would have been his duty to have put her about, as the managing director stated, and returned slowly upon his course. For not doing so, we think that he was greatly to blame.

It is very painful for us thus to have to pass censure on a man, who appears for so many years to have discharged his duty to the entire satisfaction of his employers, and who after the vessel got aground conducted himself so well. And Mr. Cohen in his concluding address strongly urged us that, even if we should think that the master had committed an error of judgment, we ought not to pass a censure upon him, which might expose him to the loss of his situation, and possibly to a prosecution in his own country. But we must remember that this Inquiry has been, if not invited, at all events acceded to, both by the German Government and by the owners of the "Deutschland." No doubt if our opinion had been that no blame attached to the master, we should have been asked to say so; and it is too late now, when it is found that the evidence presses hardly upon him, to be told that it is not within our province to pronounce a censure upon him. What in effect we are asked to do, is to pronounce an opinion on the conduct of the master, if that opinion is favourable to him; but not to do so, if it is unfavourable. We do not so understand our duty. You have called upon us to say what are the causes that have led to this disaster, and if we think that want of caution on the part of the master led to it, it is our duty to say so.

Whilst, however, we are compelled to say that the master showed a great want of discretion in holding on as he did, when he ought to have known that he was out of his

course, and that the water was shoaling, we must express our admiration for the courage which he exhibited after the unfortunate vessel had taken the ground. Throughout the whole of that day and the following night, and until the survivors were rescued by the steam-tug, the master appears to have been always at his post, maintaining admirable discipline, taking every measure for the safety of those on board, and encouraging them by his example. Not even at the last does there appear to have been any confusion or want of discipline on board; the passengers were first transferred to the steam-tug, then the mails and such portions of the passengers' luggage as could be saved, and the captain and his officers would seem to have been the last to leave the wreck.

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## V.—Was Assistance rendered as soon as it could be?

Having now disposed of the case, so far as it relates to the "Deutschand" and her officers, the next question is one which will demand our most serious attention, as it affects the character and reputation of a portion of the seafaring population of this country.

Mr. Butt in his opening address observed, that we had here a large Transatlantic steamer, with two to three hundred persons on board, lying from 5 o'clock on Monday morning to after 10 on Tuesday morning, on a sand bank, near the mouth of the river Thames, within sight of one of our Light Ships, and not more than 25 miles from an important seaport town; and yet during all that time no assistance came to her, whilst her unfortunate passengers and crew, exhausted by their long exposure to the cold and snow, fell from the rigging, or were washed away by the sea. We have, I say, these facts before us, and although the German Government and the owners of this German vessel, at the termination of the Inquiry, fully and unreservedly acquitted our people of all the charges which had been preferred against them, and stated that they were satisfied that assistance had been sent to their unfortunate countrymen as soon as it could have been; yet, notwithstanding this admission, it is due to ourselves, as well as to those whose characters have been attacked, that the whole of the circumstances should be carefully investigated, in order that we may know whether all, that could have been done, was done, to save the passengers and crew of this ship.

And, first, it may be proper to state, that there is no wind, which raises so heavy a sea on the Kentish Knock and the neighbouring sands, as a north-easter. On the morning too, on which this ship ran aground, and throughout the whole of that day and the greater part of the following night and morning, with one brief interval, it blew a gale from the N.E., such as has been rarely seen in those parts; and one of the Light Ship men, who had had an experience of above 20 years on board Light Ships in those waters, told us that he had never known such a gale before, and that his Light Ship had been tossed about in a manner, such as he had never seen before in all his life. Everybody, indeed, even the master and officers of the "Deutschland," spoke of the utter impossibility of any boat, even of a life-boat, approaching them, except during a brief interval of an hour or two at about 9 o'clock on Monday night, until the steam-tug "Liverpool" came up and took them away. These facts might be sufficient to account for no assistance having come to them at an earlier period; but it is well that we should examine more closely, both what were the places, and who were the persons, from whom assistance might have been expected; and whether everything was done at those places, and by those persons, that ought to have been done.

### *The unknown Steamer.*

And, first, let me dispose of the case of the unknown steamer, which is said to have passed within sight of the "Deutschland" at about 11 a.m. of the Monday morning. It seems that this vessel, when first seen, was between four and five miles away from the Kentish Knock Light Ship to the south-east. Attracted by the guns from the Light Ship, she appears to have borne down towards her, but after she had approached to within about half a mile, she bore up again, and resumed her course to the southward, the sea, as the mate of the Light Ship said, breaking all over her. What it was that induced her to bear down to the Light Ship, and then, when she got so near her, to bear away again without communicating, it is, of course, impossible to say. We do not indeed know, whether she was an English or a foreign steamer

whether she was a passenger or a merchant steamer. She may, for all we know, have been in difficulties herself, or may have been apprehensive in such weather of approaching too near to the Kentish Knock Sand. She may not have seen the "Deutschland" upon the sand, and, probably, did not see the signals of distress, for those signals were not seen from the Light Ship, and the unknown steamer was still further away. She may possibly have thought that the guns fired from the Light Ship were to warn her from the sand, that being a usual mode of signalling to a vessel which is running into danger. At all events it would be hardly fair to the unknown steamer, without knowing whether she saw the "Deutschland" or not, and without knowing whether she was not herself in distress, to pronounce her crew guilty of inhuman conduct in abandoning those poor people to their fate. This, however, we do know, for we have it on the authority of the master and officers of the "Deutschland," that even if she had seen them and had gone towards them, she could not have given them any assistance on that day.

On the first day of his examination, indeed, Captain Brickenstein stated more than once, and very positively, that this steamer had passed between them and the Light Ship, and he added that in his opinion she must have seen the position in which they were, but that she had passed on without attempting to offer them any assistance. Had this been so, the conduct of the steamer would have been very reprehensible, and those on board her, although not actually punishable, would have been chargeable with having acted with the greatest inhumanity. But on the second day of his examination the master of the "Deutschland" altered his evidence on this point, saying that he had made a mistake, and that the steamer, instead of passing between them and the Light Ship, had passed on the outside and to the eastward of the Light Vessel. This statement too was confirmed by all the other witnesses, by the English pilot, and by the mate of the Light Vessel. In justice, however, to Captain Brickenstein, I ought to say that, when he said that the steamer had passed between them and the Light Ship, I have no reason to believe that he intended to deceive us. It must be remembered that this gentleman had only recently been exposed for about 30 hours to the most imminent peril of his life, under circumstances which must have been peculiarly distressing to him. If then he has, perhaps unconsciously, somewhat exaggerated the facts, and imagined at first that the ability of this steam-vessel to render them assistance was greater than it really was, we ought to make some allowance for him. We ought to put ourselves in his position, and imagine what would be our feelings, if we saw a vessel, which we thought could render us assistance, after seeming to approach, bear away on her course again without offering to communicate. This may, possibly, account for a somewhat bitter feeling, which he seems at one time to have felt towards the steamer and her crew, and may have led him to put a colour on the transaction, which, on closer investigation, it was found that it would not bear.

*The Brig "Ino."*

Another vessel, which was seen from the "Deutschland" on that day, was a brig. She, it seems, was between the Kentish Knock and the Long Sand, and on the first day of his examination the master of the "Deutschland" stated that they had seen her beating about for three hours, from about 12 to 3 p.m., and that they thought at the time that she had picked up one of their boats, which had been washed away. The inference, of course, from this statement was that the brig had been more anxious to pick up one of the ship's boats, than to render assistance to those in distress. Fortunately, however, this vessel has been discovered, and her master has appeared before us.

She proved to be the "Ino" of Newhaven, and was on her way from Wyburg to Weymouth with a cargo of deals. Having made the Hasborough Light on the English coast, she had steered a course, which she hoped would take her clear of the Kentish Knock, but being light and high out of the water, the wind had taken such hold of her, as to drive her over to the westward, and she had in consequence got between the Kentish Knock and the Long Sand. There she had remained for some hours in imminent danger of being driven on one or other of these sands, and it was not until just as the night closed in, that she was able to get clear. Her master gave his evidence in a very straightforward manner, and told us that he had seen the "Deutschland," and knew that she must be in distress, but that so far from his being able to render her any assistance, he had as much as he could do to save himself. And it was, indeed, subsequently admitted by the master of the "Deutschland" himself that, even had she been able to approach the "Deutschland," which

it seems she could not have done, owing to her being on the west side, whilst the "Deutschland" was on the east side of the sand, it would have been absolutely impossible for her to have done anything to rescue them, such was the violence of the wind and sea at the time.

*The Light Ships.*

We now propose to consider the case of the Light Ships, and to inquire what means they had of summoning or of affording assistance, what steps they took to make the disaster known on shore, and whether or not they complied with the Instructions with which they are furnished by the Trinity Board for occasions of this description.

The Kentish Knock Light Ship.

And first as to the Kentish Knock Light Ship. It seems that the light, with which this vessel is furnished, is a bright revolving light, having a minute flash, which remains in sight for 10 seconds. She has a Syren fog horn, which is worked by steam power, having two engines attached, in case one of them should become disabled; the fog horn, when at work, gives every minute a blast of eight seconds' duration; and the instructions to the light keepers are that, whenever objects cannot be seen at the distance of three or four miles, the fog horn shall be kept going. She has also two 12 lb. carronades, and rockets which on exploding show a blue ball of fire.

It appears from the evidence of the mate, who was at the time in charge of the Light Ship, that on the morning of Monday, the 6th of December, when the "Deutschland" went on shore, the light was burning brightly. The Syren fog horn, also, was in full operation, and the fact that it was not heard by those on board the "Deutschland" can only be accounted for by the violence of the wind and sea. The state of the weather will also no doubt account for the fact that none of the rockets, which were fired from the "Deutschland" on that morning, were seen from the Light Ship; and that the "Deutschland" herself was not observed until 9.30 a.m., when the snowstorm had cleared off.

As soon as the vessel was perceived, the people on board the Light Ship began firing guns, as directed by the 25th Article of their Instructions of the 3rd of February 1863, and of which a copy will be found in the Appendix No. 8. The instructions are that, "in the event of vessels being observed in proximity to the Light "Ship, either in distress or requiring assistance, the signals to be made are, in the "day time, two guns fired at an interval of five minutes, and repeated every half "hour," until assistance arrives. We are told that these signals were continued to be made throughout the day, and we have no reason to think that they were not; for, although the sound of the guns does not appear to have been heard from the "Deutschland," this may perhaps be accounted for by the fact that she was to a certain extent to windward of the Light Ship; nor is it at all improbable that the noise of the breakers, in the midst of which she was, would have drowned the sound of the guns. That the guns were fired, however, seems to admit of no doubt, for they attracted the attention of the unknown steamer, when she was some four or five miles away from her to the S.E., so as to induce her to bear down to them; and the officers of the "Deutschland" themselves say that, although they did not hear the sound, they thought they saw the flash of the guns.

As soon as night closed in, the Light Ship people immediately made the signals prescribed by the same article of their Instructions, that is to say, two guns fired at an interval of five minutes, each followed by a rocket thrown in the direction of the vessel in distress; and this signal was repeated throughout the night. They commenced throwing the rockets at 4.30 p.m., and they said that they were answered from the Sunk Light Ship at about 5.20 p.m. It is difficult to see what more the Kentish Knock Light Ship could have done to draw attention to the wreck, or to make the disaster known on shore.

It can hardly be contended that the people from the Light Ship should themselves have gone to the assistance of the "Deutschland." They had no life-boat, and according to the evidence of the master and officers of the "Deutschland," not even a life-boat could have approached them at any time, until after night had closed in on Monday, and then only for a short time at about 9 o'clock at night. Moreover, the men attached to the Light Ships are expressly prohibited by the 4th article of their Instructions, to which I have referred above, from leaving their vessel "for any purpose whatever "save for the preservation of life, and then only when," in the opinion of the officer in charge, "assistance can be given without prejudicing the efficiency of the vessel, "and for the due exercise of this discretion he is held responsible." Such a regulation is obviously most desirable, for the first duty of the men is to attend to their Light Ship, to see that she does not get adrift, and to keep the lights burning at night; and

if they were to be furnished with life-boats, and to be allowed to go to the assistance of shipwrecked persons or vessels, injury might, in their absence, happen to the Light Ship or the lights, which might be attended with far greater casualties than the loss of those, to whose assistance they might have gone.

The Sunk Light Ship.

Secondly, as to the Sunk Light Ship. This vessel is about 10½ miles from the Kentish Knock Light Ship, and in a direction N.W. by N. from her. She has a red and white revolving light, which revolves in 90 seconds, showing the red and white lights alternately for 45 seconds each; she has also guns, and rockets which on exploding show a red ball of fire.

From the evidence of the mate, who has been 23 years in the Light Ship service, and about 20 years in the Harwich district, it appears that they did not see anything of the wreck, nor did they hear any guns until after dark on Monday. He told us that the first notice that he had of the disaster was by seeing two rockets in a direction S. by E., which he supposed to come from a vessel on the Long Sand. This was at 5.20 p.m. of the Monday. He immediately fired off two guns at an interval of five minutes, each followed by a rocket, as directed by the Instructions; and this was repeated every half hour throughout the night. He spoke also of seeing rockets throughout the night from the same direction at intervals of half an hour. These were no doubt fired by the Knock Light Ship, but he could not distinguish the colour, owing to the great distance.

At 7 a.m. he observed a smack going towards the Long Sand, and at 7.30 a.m. he for the first time made out the "Deutschland" lying, as he supposed, on the S.E. side of the Long Sand. At 8.15 the tug "Liverpool" and three smacks spoke him, and he directed them to the Long Sand. It is difficult to see what more the people on board the Sunk Light Ship could have done to attract attention to the wreck, or to communicate the fact to the shore.

The Cork Light Ship.

The next in order is the Cork Light Ship. This vessel is situated at about 8 miles from the Sunk, and about 3½ miles from the coast-guard station at Harwich. She has a bright revolving light with a 30-seconds flash, which remains visible for 15 seconds, and the usual guns and rockets. The people on board her knew nothing at all of the disaster until the evening of Monday. They saw no rockets, and heard no guns during that time. The first intimation that they had of the disaster was by seeing the flash of a gun and a rocket from the Sunk Light Ship; this was at 5.30 p.m. of Monday evening, only 10 minutes after the Sunk had first seen the signals from the Kentish Knock. At 5.40 p.m. the Cork Light Ship fired a gun, followed by a rocket, and in 5 minutes afterwards another gun and rocket. This signal was repeated at every half hour from that time until half past 7 p.m., when it was answered from Harwich, and they thereupon ceased firing. We do not know that the Cork Light Ship could have done any more than she did; she was too far away from the scene of the disaster to be able to render any more effectual assistance.

The Ship Wash Light Ship.

Lastly, we have the Ship Wash Light Ship; she has a fixed white light, the usual guns and rockets, and a Syren fog horn. She is situated at a distance of about 10 miles from the Cork Light Ship, and about 23 from the Kentish Knock, and she neither heard nor saw any of the guns or rockets, which were fired off during Monday and the following night. No blame, therefore, can attach to her.

The above appear to us to be the only Light Ships, to whom the duty of making known the disaster would belong. We have examined the officer, who was at the time in command of each of these vessels, and we are not able to see that they neglected to take any steps, which they ought to have taken, to make this disaster known to the shore. The "Deutschland" was not seen from the Knock Light Ship until 9.30 a.m. of the Monday morning, and from that time until the steam-tug arrived she continued day and night to signal for assistance. The signals were first seen from the Sunk Light Ship at 5.20 p.m. of that day, and she then immediately began to throw up rockets, which were seen and repeated from the shore at 5.40 the same evening; and that was the first information of the wreck conveyed to the land.

*Harwich.*

I now proceed to inquire what steps were taken by the people on shore, when it was known that assistance was wanted in the offing. And, first, I will take the case of Harwich, which may be said to be the nearest to the scene of the disaster, and the place from which assistance might most naturally be expected, and from which in fact it ultimately came.

Coast Guard Station.

From the evidence of the chief officer and a commissioned boatman of the coastguard stationed at Harwich, it appears that it was 5.20 p.m. of the Monday evening when the man on duty at the coastguard station first observed a flash from a gun, followed immediately by a rocket from the direction of the Sunk Light Ship; and as the mate of the Sunk Light Ship told us that they did not begin signalling until 5.20 p.m., this must have been the first signal sent up from that ship. On seeing the signal the coastguard man immediately reported it to the chief officer, who directed him to keep a good look out, and see if it was repeated. On its being repeated shortly afterwards, he again reported it to the chief officer, who thereupon directed the signal to be answered, and at once sent off to the owner of the steam tug "Liverpool" to inform him that they were signalling in the distance. A second rocket was sent up from the coastguard station at 7 o'clock. The chief officer told us that it is no part of the duty of the coastguard at Harwich to send out their boats to vessels in distress, that they have no boats adapted for the purpose, and that, even if they had, it would have been impossible on that night to go out, for there was as bad a sea as he had ever seen since he had been there, in fact the worst.

Receiver of Wreck.

Nor is there any blame attaching to the Receiver of Wreck at Harwich, whose duty it is, no doubt, to look after wrecked property, but not to go out to vessels in distress, and at a distance of 25 miles from the shore.

The German Vice-Consul and Lloyd's agent.

Then there is Mr. Oliver John Williams, the German Vice-Consul at Harwich, and who is also Lloyd's agent at that place. He told us that it was about 7 p.m. of Monday evening, when he first heard that the Sunk and Cork Light Ships were sending up rockets. He said that, as Lloyd's agent, it would be his duty to take steps for the purpose of sending assistance to vessels in distress. He accordingly sent for the master of the steam tug, the "Liverpool," and asked him, if he would go out and see what was the matter, but the master told him that the night was too bad to venture out. He also sent to some smacksmen of Colchester named Barnard, who were in the harbour, and whom he knew to be very daring men, to try and persuade them to go out, and he found that they had already called their crews together and gone down to their smacks, but they also would not venture out. Finding that he could do nothing more he went home, but was on the pier the following morning before daylight, and then learnt that both the steam tug and smacks had left the harbour. We do not think that Mr. Williams could have done more than he did to send off assistance to the vessel.

Steam-tug "Liverpool."

Lastly, we come to the case of the tug "Liverpool." This vessel, which is the private property of a Mr. Watts, has been stationed for only about four or five months at Harwich. She is a vessel of about 116 tons gross, 112 feet in length, and has engines of 60 horse-power, and she seems to be a good and powerful tug boat. Her regular employment is to tow vessels in and out of the harbour, but when the occasion offers she goes out for the purpose of rendering assistance to vessels in distress. Her master, Captain Carrington, who was examined before us, told us that he first heard that assistance was wanted between 6 and 7 on Monday evening. He immediately got his crew together, and went on board his tug, which lay alongside the quay. At this time, he said, the weather was blowing a gale from the north-east, so that it was impossible for him to get out of the harbour; he, however, got his vessel ready, and the fires properly banked up, prepared at any moment, if the gale abated, to go out and render assistance. The weather continued, he said, to be so bad during the night, that it was not possible for him to do anything. He added that, even had he succeeded in getting out of the harbour, with the wind blowing as it was from the north-east, and with such a sea as was then running, it would not have been possible for him to have made any way against the storm.

Between 5 and 6 o'clock the next morning, and whilst it was still quite dark, Captain Carrington put to sea with his tug. At that time we know from the master and officers of the "Deutschland," supported as it is by the testimony of the people from the Light Ships and other witnesses, that the gale was at its height, and that the passengers and crew were being washed from the rigging of the "Deutschland." Captain Carrington with great difficulty made his way against the wind and sea to the Cork Light Ship, and was there informed that the Sunk Light Ship had been throwing up rockets all night. He accordingly proceeded on to the Sunk, and was there told that there was a vessel ashore on the Long Sand, and that if he steered S. and by E. he would find her. It was now daylight, but seeing nothing of any wreck, he came round the end of the Long Sand, and made towards the Knock Light Vessel, and when half way between the Sunk and Knock Light Ships, he observed the "Deutschland" aground on the Kentish Knock. He at once proceeded to the Light Ship, and having learnt

that the vessel had been ashore since before daylight of the previous day, he immediately went towards her, and having anchored his tug at a distance of about 100 fathoms to leeward of the wreck, he lowered his boat and sent the mate and engineer in it to her. At this time the tide had fallen, and the wind and sea had considerably abated, so that the boat was able to make three journeys to the wreck, returning each time to the steam-tug with some of the passengers; and Captain Carrington having then ascertained that there was sufficient water to take his tug alongside, raised his anchor and went down to her, and having hauled alongside he took off the remainder of the passengers and crew, together with the mail bags and some few of the passengers' effects; and with these she returned to Harwich, arriving there at about 4 o'clock in the afternoon.

The question then which we have to consider is, did the steam-tug "Liverpool" go out to the assistance of the "Deutschland," as soon as it was possible for her to do so?—The captain and officers of the "Deutschland" say that the steam-tug could not have gone out to them sooner than she did; and in justice to Captain Carrington and his crew, in justice to the owner of the vessel, we are bound to say, after hearing all the evidence, that no blame whatever, in our opinion, attaches to them for not having gone out sooner. It must be remembered that nothing was known of the disaster at Harwich, until after darkness had set in on the Monday evening, and even then all that was known was that there was something wrong in the offing, but nothing as to the position of the vessel, nor whether it was a steamer or a sailing vessel, a passenger ship or an ordinary merchantman, a foreign or an English vessel; nothing in fact was known about her, whether she was on the sands, or only anchored in a dangerous position, and in want of chains and cables, or of a tug to take her into a place of safety. Under these circumstances, we do not think that it was Captain Carrington's duty to go out at imminent risk to himself and his crew, without knowing whether or not his services were urgently needed.

Captain Carrington was examined before us, and gave his evidence in a very straightforward manner. He told us, and we have no reason to doubt it, that he had been acquainted with these coasts and the neighbouring sands all his life; that he had saved a great many lives and much property; but that, with the wind blowing as it was, he could not have gone out with his tug that night.

It was said, however, that two steamers, the regular packet boats to Antwerp and Rotterdam, left Harwich on the Monday evening with passengers on board and arrived at their destination without casualty, and that consequently the steam-tug "Liverpool" might also have gone out. The captain, however, of one of these vessels, the "Richard Young," has been examined before us, and has told us what occurred. He said that he did indeed make the voyage on the night in question to Antwerp, with between 30 and 40 passengers on board, but that such was the violence of the gale, that he was delayed on his passage from three to four hours, and that his sponsons and the steps on the paddle boxes were washed away. He stated that his vessel being a large and powerful steamer, nearly four times the size of the "Liverpool," was able to make head against the gale, but that he did not think that the "Liverpool" could have done so, or that she could have got beyond the Cork Light Ship that night, far less have rendered any assistance to the "Deutschland." He added that, had he known that night that there was a steam vessel ashore on the Kentish Knock with 200 persons on board, even he, with his large and powerful vessel, would not have dared to approach her; he said that it would have been at the risk of the total destruction of his own vessel and of all on board. Such a statement, coming as it does from a man who himself took his vessel across on that night, appears to us to be deserving of the greatest weight; and strengthened as it is by the evidence of everyone, who had an opportunity of seeing what the state of the weather was on the night in question, of the Light Ship people, of the Coast Guard men, and above all of the master and officers of the "Deutschland," the conclusion is irresistible, that any attempt to go out to the Kentish Knock Sand on that night would have resulted in failure.

I have only to add before we leave the Harwich district that it came out in the course of the Inquiry that there was no life-boat at that place, and Mr. Williams, the German Vice-Consul, stated that in his opinion a life-boat would not be of any use, owing to the distance at which they were from the Sand, and certainly not without a steam-tug to tow it out. We are glad, however, to learn that, whether this be so or not, a life-boat is to be stationed at Harwich; for though its services might perhaps not often be required for saving life on the outer Sands, it can hardly be said that it might not sometimes be needed when a wreck occurred nearer to the shore. We

Life-boat.

think, however, that we are justified in saying that, even if there had been a life-boat at Harwich, it would not have been possible on that night to have got her out to the wreck; if the tug was not able to go out by herself, it is not likely that she could have done so with the life-boat in tow.

*Ramsgate Harbour.*

Before leaving this part of the Inquiry, it may be well to see whether assistance might not have been sent from some other quarter, and amongst others, Ramsgate was mentioned as a place, at which a steam-tug and life-boat are kept specially to render assistance to vessels in distress. We accordingly examined the Harbour Master, the coxswain of the life-boat, and other persons from Ramsgate, and the following appears to be the result.

It seems that at a little after 10 o'clock on Monday night a smacksman, who had entered the harbour about an hour and a half before, told the watchman on duty that at about 6 p.m. the same evening, whilst passing the Kentish Knock, he had seen rockets being sent up from the Light Ship, and a light which he believed to come from a ship on shore. He stated that, as he passed her, the wind and sea were so violent, that he could not stop to ascertain what was the matter, but as he went out at the harbour gates, he informed the watchman of what he had seen. The watchman immediately went and informed the Harbour Master of what the smacksman had told him, namely, that rockets were going up from the Kentish Knock Light Ship, but he omitted to say that he had seen a ship, or what he believed to be a ship, ashore. The Harbour Master, hearing only that rockets had been seen going up from the Kentish Knock Light Vessel, did not think it necessary, in the then state of the weather, to dispatch the tug and life-boat to the neighbourhood. He told us that the proper cruizing ground for their vessels was the Goodwin Sands, and that the Kentish Knock was out of his district. He stated that with such a wind and sea, as was then setting in from the N.E., he did not think that the steam-tug could have towed the life-boat against it; and that, if the attempt had been made, it would in his opinion have failed, and that possibly both would have gone to the bottom. He said further that the fact that rockets were being sent up from a Light Ship was no proof to him that a vessel was in danger, for that on one occasion when he had sent the tug and life-boat to the Kentish Knock, owing to his having heard that she was sending up rockets, they found, on arriving there, that the Light Ship had been deceived by the light of some strange fishing boat, and that this had induced her to send up rockets in reply. The Harbour Master told us that during the 16 or 17 years that he has been at Ramsgate, as Harbour Master and deputy Harbour Master, they had with the tug and life-boat succeeded in rescuing between 400 and 500 lives from the Goodwin Sands; but that during all that time they had only had occasion to send seven times to the Kentish Knock and the neighbourhood, and only on one occasion had they saved life. He stated, however, and this is very important, that if he had known that there was a ship in danger on the Kentish Knock with between 200 and 300 persons on board, and even if a single life had been at stake, the tug and life-boat should have gone out at all risks.

It may be proper to add that, if even the steam-tug and life-boat had left the harbour on the Monday night, as soon as the smacksman had brought the intelligence that there was a ship ashore, there is no reason to suppose that she would have been able, any more than the Harwich boat, to venture amongst those dangerous sands during the night; and if they had started at daybreak on Tuesday morning, they could not have arrived on the spot before the Harwich steam-tug. What, however, is perhaps still more important, as affecting the character of the harbour authorities, is that it was not known to the Harbour Master that there was a vessel on the Kentish Knock, or anything more than that a fisherman had reported that the Light Ship was throwing up rockets.

*Broadstairs Life-boat.*

Something also was said about assistance being sent from Broadstairs, where there is a life-boat kept. The facts of the case would seem to have been as follows:—On the morning of Tuesday the 7th of December a private steam-tug, named the "Dreadnought," was lying off the Foreland, when she observed a smack with a jack flying. On speaking her, the master of the smack informed them that he had that morning passed a large brig-rigged screw lying on the Kentish Knock, with people in the rigging, and the sea breaking right over her; he said that he could do nothing for them, but that he was making the best of his way to Broadstairs to get the life-

boat off. It was then about 11 a.m. The steam-tug, without waiting to haul in a hawser, which she had hanging out astern, immediately steamed away to Broadstairs, distant about 3½ miles, and on communicating with the shore, efforts were at once made to launch the life-boat; but unfortunately, the storm had washed up a bank of shingle, over which it was found impossible to drag her. In about an hour and a half, however, the life-boat was got afloat, when she was at once taken in tow by the tug, and they proceeded in the direction of the Kentish Knock. It was now between 1 and 2 p.m., and after towing for nearly five hours they reached the neighbourhood of the Knock. It was now quite dark, and they accordingly proceeded to the Light Ship, and there learnt that the survivors had been taken off the wreck that morning. They never saw the "Deutschland" at all. It is clear, therefore, that nothing more could have been done by the Broadstairs men; they never heard of the casualty until Tuesday afternoon, and they had a long and fruitless journey to the scene of the disaster, but arrived too late to be of any service.

*Sheerness.*

There is yet another place, to which I should hardly have thought it worth while to refer, but Mr. Butt stated that he had had the most particular directions to inquire into the operations and the conduct of the Government steam-tug, which he had heard had been despatched from Sheerness. It seems that at about half-past 12 on Tuesday one of the boats of the "Deutschland" was washed ashore near Sheerness, having in her three seamen, two of whom were dead; the only survivor, a quarter-master belonging to the ship, was examined before us, and had evidently been very seriously affected by the hardships of the day and night, during which he was exposed in the open boat. On the boat coming ashore the Master Attendant at Sheerness ordered the steam-tug "Locust" to fill up with coal, and to proceed to the Kentish Knock, looking out for boats on the way. He started about a quarter past 2 p.m., and as night closed in, found it necessary, owing to the violence of the wind, to bring up near the Tongue Sand, where he lay all night. At daybreak on the following day, Wednesday, he proceeded on to the Kentish Knock, and on his arrival found the "Liverpool" steam-tug lying off, with the master of the "Deutschland" on board, engaged in recovering and removing from the wreck the bodies of some of those, who had been drowned. The master of the "Locust" offered his services, which were, however, declined, as the steam-tug "Liverpool" had been already engaged for the purpose. This was on the Wednesday, the day after they had been rescued from the wreck.

Looking, then, at all the circumstances of the case, the conclusion to which we have come is, that there is no one, unless it be the crew of the unknown steamer, who can be charged with not having done all in their power to bring assistance to these unfortunate people. It is now undoubted that nothing was known of the wreck at Harwich until after dark on Monday evening, and that even then the only information, which they had, was that there was something wrong in the offing, but whether it was an English or foreign vessel which was in need of assistance, no one could say. The full nature and extent of the disaster was not known, except to the people in the Kentish Knock Light Ship, until the steam-tug took the survivors from the wreck. Whether, if means had existed of conveying from the Light Ship to the shore correct information of the nature of the casualty, some measures might not have been taken to rescue the unfortunate people at an earlier period is a question, which I shall presently consider; it is sufficient here to say that, with the means which they had at hand, everything seems to have been done, which ought to or could have been done, to save them.

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## VI.—Are the Charges against the Smackmen well founded?

I now proceed to consider the charges, which have been brought against a portion of our seafaring population, and which were at one time so generally believed. It is true that the German Government has through its counsel stated that in its opinion there is not the shadow of a foundation for any of these charges, as has also the counsel for the owners of the "Deutschland," but they are charges, which concern the national honour, and it is therefore right that they should be thoroughly investigated.

*Charges of Wreckage and Pillage.*

It was said that, although no smacks approached the ship, all the time that she lay upon the sand exposed to the fury of the gale, no sooner had the crew and passengers left her, than smacks came to her from all directions; and that, before even the master and the officers of the "Deutschland" had left her, they began to pillage, breaking open the passengers' trunks, cutting away the rigging and copper pipes, and taking away everything they could lay their hands on. It was said too that on the Wednesday morning, when the steam-tug "Liverpool" took the master back to the wreck, a number of smacksmen were on board plundering her. The charge against the smacksmen in effect, amounted to this, that they had seen the vessel for some time before, but had refrained from going to her assistance, until they could plunder her without interruption. Had these charges been established, it would have been our duty to have ascertained by whom these offences had been committed, and doubtless the Board of Trade would have taken the requisite steps to punish the culprits.

At first the master and officers of the "Deutschland" led us to believe that the smacksmen, whom they saw on board the vessel, were pillaging, or, as they called it, "wrecking" the property. The master indeed stated that he had remonstrated with them on what they were doing, and that on his expressing an intention to remain in the ship, they had asked him who was going to take him off, implying, of course, that if he chose to remain they would not take him on board their smacks. Such was the impression, which he left upon our minds; but a totally different complexion was put upon the case, when the English pilot came to be examined. The pilot told us that, when the master spoke to him about the smacksmen, he informed him that they would take everything to the Receivers of wreck, and that the master thereupon appeared satisfied, and said no more.

It is quite clear that, if property is left in the position, in which this ship and her cargo were left, on a sand, at the mercy of the winds and waves, a smacksman is fully justified, indeed I might almost say he is bound, in the interest of the owners, to use his best endeavours to save it. If he takes it ashore, and delivers it to a Receiver of wreck, he is entitled to a remuneration for his services. If then these smacksmen did take all the property that they could lay their hands upon, and deliver it over to the Receivers of wreck, so far from their having done a dishonest or improper act, they have only done, what it was their duty to do, and for which they ought to be rewarded. I accordingly suggested early in the proceedings that the Board of Trade, to whom the Receivers of wreck are bound to report, should furnish to the solicitor for the owners of the "Deutschland," a detailed list of all the articles supposed to have been recovered from the "Deutschland," and which had been delivered up by the smacksmen.

As the Inquiry proceeded, and when it seemed probable that there had not been any misappropriation of the property, I was glad to find that the term "wreckers," which had been very freely used in the commencement of the Inquiry, was dropped, and the word "salvors," a term which seemed to us to be rather more appropriate as applied to the conduct of the smacksmen, was used in its stead. At length, when the list, which I had suggested, of articles handed over to the Receivers had been furnished by the Board of Trade to the owners, the charge of wrecking and of pillage was fully withdrawn, both by the officers of the "Deutschland," and by the managing director of the Company, who had come over to watch the proceedings, and who told us that he had no reason whatever to believe that there was a single article, that had been taken from the ship, that had not been given up. The German Government also, through their counsel, stated that in their opinion the charges of pillage and wrecking had been entirely disproved.

*Charges of robbing and mutilating the Bodies.*

But there were other charges of a yet more serious character against the smacksmen, that of robbing and mutilating the bodies, and which, if they had been established, would have subjected the offenders to the most severe punishments. I am, however, very glad to say that there appears not to have been the shadow of a pretence for any such charges. The master and officers of the "Deutschland," who had taken some of the bodies on shore in the "Liverpool" when they left the ship, and who returned the next day to recover others, distinctly stated that the bodies, when brought on shore, were not stript, and that they had no reason to think that any of them had been

robbed. As to any supposed mutilation of the bodies they stated that they had never until then heard of it. This evidence was entirely supported by those, who had the best means of obtaining information on the subject: by the managing director of the Company, to which the "Deutschland" belonged; by the German Vice-Consul at Harwich, who is also Lloyd's agent at that place; by the Receiver of Wreck at Harwich; and by the agent for the Company in this country. All in the strongest terms repudiated the charges of stripping and mutilating the dead bodies.

It certainly is very satisfactory to find that our smacksmen, who are so notorious for their courage and daring, should thus, by the unanimous voice of all acquainted with the facts, have been acquitted not only of the grave charges of robbing and mutilating the dead bodies, but even of having misappropriated any portion of the wreck. It would seem that the report originated in a paragraph in one of our newspapers, followed by a very sensational picture in some illustrated journal; hence the story found its way, with great exaggerations, into the foreign newspapers, and obtained too ready credence, not abroad only, but in this country also. It might perhaps have been better, if a little more caution had been exercised, before giving currency to charges against a class of men who, whatever their other faults may be, have rarely been found wanting in courage, or indifferent to the fate of those who may need their assistance.

I am told that the gentleman, by whom the sensational picture in the illustrated paper was drawn, has, since the termination of this Inquiry, written to say that it was taken from life; by which I suppose he means that it is a true representation of the facts, and not, as I had imagined, a purely imaginary drawing. If this be really the case, it is to be regretted that the artist did not, whilst the Inquiry was going on, make some communication on the subject, either to the Board of Trade or to the Court, so that the truth of the story might have been tested. As it is, it is impossible to place any reliance upon a statement, which is utterly unsupported by proof, and which is in direct opposition to all the evidence in the case.

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## VII.—Whether the Means of Communication between the Light Ships and the Shore are sufficient, and if not, whether any more Efficient Means should be adopted for the purpose.

It remains for us to notice one point, which was very strongly forced upon our attention in the course of the Inquiry; I refer to the question whether the means of communication between the Light Ships and the shore are sufficient.

We have already stated that, so far as the means and appliances at their disposal allowed, the Light Ship people did all in their power to make the casualty known. The fact however still remains that this large Transatlantic steamer, with between 200 and 300 people on board, lay on a sand bank, within 2½ miles of one of our Light Ships, without it being possible to communicate to the shore, from daylight on the Monday morning until after dark, that anything at all was the matter; and even after night had set in, the only information, which could be conveyed to the shore, was that something was wrong in the offing, but where it was, and what was the nature and extent of the disaster, no one knew, until the steam-tug took the people from the wreck. All that the Harwich people knew on the Monday night was, that one of the Light Ships was throwing up rockets, but whether this was in reply to some vessel, requiring a pilot or a steam tug, or what the occasion was, no one could say. They knew that something was wrong, but not that a large steam vessel was lying on one of the sands, with 200 persons on board. If the Light Ship had had the means of informing the people on shore of the true state of the case, it is possible that something might have been done to save them, either during the day, or in the early part of the following night. If they had known the full extent of the disaster on Monday morning, some vessel might have been sent out to her, and having ascertained her position, have lain by, until the gale abated, as we are told it did at about 9 in the evening, and then have taken the people from the wreck. At all events, whatever might have been the result in the present case, it is obviously very desirable that full information of any such casualty should, if possible, be conveyed to the shore at as early a period as possible.

By Telegraphic Wire.

The most obvious mode that presents itself of establishing a communication between the Light Ships and the shore is of course by means of a telegraph wire. We were told that there are difficulties in the way, owing to the impossibility of keeping the telegraph wire clear of the cable, by which the vessel is riding. On the other hand,

we were informed that there had been some such communication established between the shore and a vessel anchored away out beyond the Land's End, and that no difficulty of the kind was experienced in that case; and the only reason, as we are informed, why the vessel was removed, was that commercially it was a failure, only three vessels having communicated with the floating ship during the six weeks that she remained at anchor there. It is not for us to point out, how the difficulty, if it exists, can be got over; different modes have been suggested to us by which it would seem that the object might be attained. It is sufficient here to say that, if telegraphic communication could be established between the Light Ships and the shore, it would undoubtedly be the best plan, as it would be available equally by day as by night.

Call or Maroon Rockets.

Short of this, however, we think that some better means than now exist might be adopted of establishing a communication between the Light Ships and the shore, by which information might be conveyed of the urgency of the danger, at all events at night. The idea was suggested to us by an answer given by the mate of one of the Light Ships, who stated that they had on board their vessel what he called Maroon rockets, but that they were prohibited by their instructions from using them, except in case of damage to the Light Ship itself; and it occurred to us that possibly these Maroon rockets might be used, in the case not only of damage to the Light Ship herself, but when any vessel in the neighbourhood was in urgent need of assistance.

Appendix, No. 4.

I accordingly addressed letters both to the Board of Trade and to the Trinity House, copies of which are herewith sent, requesting information about these Maroon rockets, and asking whether they had been supplied to the Light Ships, and for what purpose, and whether there was any objection to their use. I also asked whether the Light Ships were furnished with the Commercial Code of Signals, so as to enable them to communicate with passing vessels of any nationality, that code having, as we understood, been adopted by the commercial marines of all countries. The replies which I have received are annexed, and show in what position the matter stands.

Appendix, Nos. 5 to 7.

It appears that the Board of Trade, being desirous that "rockets of a distinctive character" should be used as a signal to call out lifeboats, entered into communication with the War Office on the subject, and ultimately a rocket was designed, which is described as being in construction of the size and form of the ordinary 1 lb. signal rocket, and to be in every way as safe as any other rocket. It is said to attain an altitude of above 2,000 feet, showing a bright white light in its upward flight, and continuing to burn until it falls into the water; and to have a maroon charge inserted in its head, which explodes when it has attained its greatest altitude with a report louder than that of an ordinary signal gun; and that it can be used either by day or night. This rocket, which was at first called the "Light Ship rocket," a name which was afterwards changed to that of Call or Maroon rocket, appearing to be well adapted for the purpose, the Board of Trade, in a letter dated 23rd of December 1873, suggested to the Trinity House, the Irish Lights Commissioners, and the Mersey Docks and Harbour Board, the advisability of using it in Light Ships generally.

The proposal seems to have met with the approval of the Trinity House, for in a letter to the Board of Trade, dated the 17th of June 1874, they state that the rockets referred to had been "duly received from the War Office," and that they had "been "tried and found very satisfactory, and that the Elder Brethren proposed to adopt them "throughout the service." They added that, "the only use of a rocket in a Light "Vessel, apart from that of indicating to the shore the direction of a vessel in distress, "will be, when the Light Vessel herself is in need of assistance," and that it was "proposed to use the same rocket for such occasions."

After the Inquiry into the loss of the "Schiller," it was proposed by the Board of Trade, in a letter dated the 10th of July last to the Trinity House, that some of these "Call rockets" should be supplied to the Bishop's Lighthouse and other adjacent Lighthouses for use in an emergency of that description. And the Trinity House, on the 23rd of the same month, replied saying that they saw no objection to the proposal, and that they had given instructions for certain Lighthouses named "to be supplied with one dozen Maroon rockets, which are to be used only when "immediate assistance is required, either by the Lighthouses themselves, or by vessels "in the vicinity."

It seems from this correspondence that the intention, both of the Board of Trade and of the Trinity House, was that these Call or Maroon rockets should be used, not only in cases where the Light Vessel herself was in need of assistance, but also for the purpose, to use the words of the Trinity House letter, "of indicating to the shore the "direction of a vessel in distress." The Instructions, however, which were issued by

the Trinity House to the Light Ships on the subject of these Maroon rockets, and of which a copy is annexed, bearing date the 26th of May 1874, were inserted in a set of Instructions relating to the case of the Light Vessel herself being in danger; hence the people in charge of some of the Light Ships concluded that the Call rockets were only to be used, as the mate of the Kentish Knock Light Ship informed us, when the Light Vessel herself was in need of assistance. The Instructions, however, to the Light Houses on the subject of these Maroon or Call rockets, which were issued on the 27th of July 1875, and of which a copy is also annexed to this Report, are more general, for they state that they are to be used "for signalling when vessels are observed "to be in distress, or when assistance is urgently needed through casualty at or to the "Light House itself."

Appendix, No. 8.

Appendix, No. 8.

Whilst, however, we are not prepared to say that any good would certainly have resulted from the use of the Maroon rockets in the present case, seeing that the ordinary signal rockets conveyed information to the shore of there being something wrong at sea, very soon after darkness set in on the Monday evening; still we cannot but think that, if the Call or Maroon rockets had even then been fired, it would have indicated more clearly the very urgent need that there was for assistance. And whatever might have been the result in the present case, it is obvious that in other cases they might be of the utmost importance. We are led to make these remarks, because we understand that the ordinary signal rockets are occasionally used for such trifling purposes by ships at sea, and even by the Light Vessels themselves, that they have ceased to be a certain index of a vessel being in distress. Indeed, we are informed that since the termination of this Inquiry, the steam-tug "Liverpool" was induced to go out from Harwich by seeing rockets thrown up from the Cork Light Ship, and, on arriving at the spot, found that the rockets had been thrown up in answer to a steam-vessel, which was only signalling for a pilot. We need hardly observe that the Maroon rockets should, of course, only be used, when there was very urgent need of assistance.

If it is thought advisable that a distinctive rocket, such as these Call or Maroon rockets, should be used by the Light Ships to indicate, not only that they are themselves in distress, but that there is a ship in their vicinity in urgent need of assistance, it would, of course, be proper that the Trinity House Instructions of the 26th of May 1874 should be altered.

Another question raised in this correspondence with the Board of Trade and the Trinity House was, as to whether the Light Ships were furnished with the Commercial Code of Signals, for it seemed that, if the Kentish Knock Light Vessel had been so provided, an opportunity would have been afforded her of communicating with the unknown steamer, which approached her to within about half a mile, and of informing her of the perilous position of the "Deutschland." At all events, occasions might arise, when such a mode of communication with a stranded vessel or with some passing ship might be most important.

Commercial Code of Signals.

It seems that so long since as the 16th November 1866 it was proposed in a letter from the Board of Trade to the Trinity House that, as the Code in question was about to be adopted by France and other foreign powers as a medium of international communication, it might be advisable to supply it to some of the Light Ships and Light-houses, it being at the same time understood that it was not to entail upon the Light Keepers any "duties beyond those which humanity might call for." It seems, however, that the Trinity House preferred to retain the private code of signals, which they had long used, and which, as they observed, was "especially adapted to their requirements." The matter was again brought to the notice of the Trinity House in a letter from the Board of Trade of the 28th of October 1868; and it appears from the letter, which I have received from the Trinity House, that at the present moment the Commercial Code of Signals is supplied, but only to the outlying ships of the corporation, of which the Kentish Knock is not one.

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We have thus pointed out some of the modes, in which, as it appears to us, a better communication could be established between the Light Ships and the shore; other modes will no doubt occur to you, Sir, and to the Officers of your Department, who are so much better acquainted with the subject than we are. All that we wish to convey, is our strong opinion of the need of establishing a more effectual communication between the Light Ships and the shore, as evidenced by the facts of this case.

It may perhaps be said that the special duty of the Light Ships is rather to warn ships from danger, than to rescue them when they have gone ashore; and that there would be some danger, lest, if too many duties were imposed upon them, their chief duty, that of maintaining the Light Ships and the Lights in good order, might be

neglected. On this point we would not presume to offer any opinion; all that we need say is that such a communication appears to us to be urgently required, if it can be effected. And we doubt not that, if the necessity is shown, the Elder Brethren of the Trinity Corporation, by whom the Light Ships and Lighthouses are managed, with that enlightened zeal, which they have always evinced to improve the service, will cheerfully adopt, where the cause of humanity is in question, any suggestions which you may be pleased to offer on the subject.

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Having now discharged the duty, with which you have been pleased to entrust us, we leave, Sir, the matter in your hands, feeling well assured that it will receive from you all the consideration, which so important a case deserves. It may appear to you that some questions have been dwelt upon at somewhat greater length, than the circumstances would seem to require; but we felt that it would not be proper for us to pass over in silence any points, which either the Board of Trade, the German Government, or the owners of the vessel, thought essential to the full elucidation of the case. This will explain to you why we have discussed more fully, than we should perhaps otherwise have done, some points in the case, which proved in the end to be of less importance in our opinion, than they at one time appeared to possess.

I have only now, in conclusion, to add that both Captain White and Captain Harris, to whom I am under the greatest obligation for the care and attention, which they have given to the case, and for the very valuable assistance which they have afforded me throughout, have expressed to me their entire concurrence in all the remarks, which I have ventured to submit.

I have the honour to be,
Sir,
Your most obedient
humble servant,
H. C. ROTHERY,
Inspector.

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# APPENDIX.

## APPENDIX No. 1.

### Extended Protest.

Imperial German Vice-Consulate,
Harwich, the 15th December 1875.

Edward Brickenstein, master of the late steamer "Deutschland" of Bremen, distinctive number Q.C.F.P., appeared in order to extend protest before the undersigned Imperial Vice-Consul, Oliver John Williams, and the Chancellor Meyer of the Imperial Consulate General, London, who acted as assistant.

(1.) Edward Brickenstein, Master.
(2.) August Lauenstein, 1st Officer.
(3.) Carl Thalenhorst, 2nd Officer.
(4.) Reinhold Schmidt, 1st Engineer.
(5.) Dietrich Shege, Carpenter.
(6.) Christian Haase, Quartermaster.
(7.) August de Vries, A.S.
(8.) Eclert Schiller, A.S.

The appearers were first cautioned to tell nothing but the truth, their attention was called to the importance of the oath to be taken by them, and the captain deposed as follows concerning his voyage:—

Left Bremerhaven the 4th December 1875, 3.30 p.m., steamed under command of a pilot down the river. At dark anchored near Bremen with starboard anchor and 30 fathoms of chain. Cargo consisted of general merchandise, and we had about 113 passengers and 99 hands on board.

On the 5th December at 7.30 a.m. weighed anchor and steamed seaward, 9.30. a.m. passed the Key buoy; wind N.E., stiff breeze, hazy with snow; kept true westerly course, the standard compass showing W. by N., that is, 1½ points westerly variation and ½ point easterly deviation; compared the different compasses and found only a slight deviation, certainly not more than ⅛ point, from the true course. We logged 12 knots per hour, at 11 o'clock set fore-topsail, at 12 o'clock at noon sounded in 12½ fathoms fine sand. At 1.30. p.m. we passed the Borcum Light Ship distant about three-quarter mile on our port side, changed our course and steamed W.S.W. ½ W. true, W. ⅜ S. as per standard compass, that is, 1½ point westerly variation, and ⅜ point easterly deviation. Compared the different compasses and found only little difference when reduced to the true course.

Air hazy with snowfall, wind increasing N.E., logged 12½ to 13 miles.

At 6 o'clock p.m. changed course and steamed S.W. ½ S. true, S.W. ¼ W. as per standard compass, with 1¾ points westerly variation, and 1 point easterly deviation. Compared compasses as before and found the same result. On the look-out and wheel were manned, side lights burning brightly, stormy N.E. wind with snow squalls, logged 13 to 13½ miles. In consequence of the hazy atmosphere were not able to make any observations to determine the actual course, and therefore used the lead several times.

At 2 a.m. had 21 fathoms fine sand, and at 3 a.m. 25 fathoms fine sand, wind stormy with snow squalls, logged 13½ miles. At 4 a.m. we took the fore-topsail in and went on half speed, sounded at 4 o'clock 17½ fathoms fine sand. At 4.30 22 fathoms fine sand, steamed on half speed, logged 9½ miles. At 5 o'clock sounded 17 fathoms sand with shells.

Saw through the blinding snow apparently a fixed light ahead, about four points to port, which now and then disappeared on account of the snow. *While on the point of bringing to,* saw apparently breakers ahead, telegraphed at once full speed astern, which order was immediately obeyed.

A few minutes afterwards it was reported that the engine had become useless as the screw was broken; at the same time felt a slight shock, which was followed by several heavier ones; the ship laid somewhat over to port, and the sea broke over her with great fury; sent up rockets and used the steam whistle; life belts were given out to the passengers, and at the same time the boats were got clear. Boat No. 1 was lowered and filled with water, the painter broke, and the boat drifted away with the fourth officer and four men in her. A heavy sea smashed boat No. 4 and washed boat No. 3 from the davits, which also drifted away with three men. Got all boats ready. At daybreak weather cleared off a little; set signals of distress, and saw Kentish Knock Light Ship about 3 sea miles distant away on our port side, and found our ship driven further on the sand. In order to save the ship from falling over, in which case passengers and ship would have been inevitably lost, we adopted the only means at our disposal and discharged cargo from the fore hatch, and threw it overboard until evening to lighten the fore-part of the ship, in order that the heavy breakers continually running alongside the ship should do as little damage as possible, as wind and sea were now right aft, and we set fore-topsail and foresail in order to get, if possible, into smoother water, which seemed to be about two ship's lengths from us, in which we at length succeeded. Pumps were at once set to work and kept at, viz., three steam and five hand pumps, which kept the ship pretty free from water until 6 o'clock in the evening. Throughout the whole day it was impossible to think of lowering the boats for the more effectual saving of the passengers, because the weather was very heavy and the sea fearfully high. No attempts were made in order not to expose the passengers to certain death, and because at this time the ship was still the safest place. At dark we again sent off rockets, which were answered from the Kentish Knock and Sunk Light Vessels. At 6 o'clock the water rose steadily and extinguished the fire of the donkey boiler, the continual heavy shocks to the ship made her leak worse and worse. At about 7 p.m. the water rising in the ship compelled us to bring the mails and passengers' effects into the gangways and first cabin. At about 8 o'clock, when the water had already reached the 'tween deck, we observed that the ship with the half of her sails had got out of the worst breakers and now laying a little more easily. In order to prevent the ship from getting into too deep water where it would undoubtedly have sunk, we took in the sails, let go the starboard anchor, and when the chain soon after parted we let go the port anchor, which brought the ship up.

At 11 o'clock we took the precaution to bring provisions on to the bridge and into the tops. At 1 a.m. the wind and sea increased considerably, and at 2 o'clock the order was given that all passengers and crew should take refuge in the shrouds, as the gangways were filling with water, which penetrated into the upper cabins. From 4 to 7 a.m. a strong wind from N.E. with high sea and very cold weather.

The sea swept and broke continually over the ship. Many of the passengers and crew were washed out of the rigging by the sea, especially out of the fore rigging, or fell down asleep or frozen, and were washed away by the water.

All our remaining boats were during this time carried away. At 8 o'clock wind and sea abated, and the ebbing tide permitted us to descend to the deck to warm our frozen limbs.

All the survivors were mustered by the captain and supplied from the food which had been saved.

At about 10.30 a.m. on Tuesday the 7th December we at last saw the steam-tug "Liverpool," which ultimately took us all on board and landed us at Harwich about 4 o'clock in the afternoon. We left the ship full of water on the west side of the Kentish Knock having beaten over the sands; it showed on the starboard side amidships a rent of about two inches which got smaller below. All ship's papers and the log book are unfortunately lost. To the best of our knowledge there are 86 of the crew, including the captain and three pilots, and 69 passengers saved.

Read, approved, and signed by
(Signed) E. Brickenstein.

The other appearers declared the above related facts to be true, which they signify to by their signature,—

(Signed) August Lauenstein.
„ Carl Thalendorf.
„ Reinhold Schmidt.
„ Diedrich Stege.
„ Christian Slaase.
„ August de Vries.
„ Eilert Schiller.

The appearers one to eight having been previously warned against perjury were then duly sworn thereto by Oliver John Williams, Imperial Vice-Consul and Magistrate at Harwich, in which capacity he is entitled to administer oaths.

Harwich, 15th December 1875
(Signed) Oliver John Williams.
Action at Super. Meyer,
Chancellor.

## APPENDIX No. 2.

Log Book kept on board the Steamship "Deutschland," on the voyage from Bremerhaven to Southampton.

| Hours. | Compass Course. | Wind. Direction. | Wind. Force. | Leeway. | Variation. | Deviation. | True Course. | Miles. | Barometer. | Thermometer. By Barometer. | Thermometer. Wind. | Thermometer. Water. | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | Saturday, 4th Dec. 1875. |
| 2 | | | | | | | | | | | | | Left Bremerhafen at 3.30 p.m., and steered in charge of pilot down the river. Anchored at nightfall with starboard anchor and 30 fathoms of chain. At 7 p.m. put on the anchor watch, with one officer, one petty officer, and two men. Wind N.E., stiff breeze, with snow. |
| 3 | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | At 7 a.m. the following morning weighed anchor, and steered towards the sea in charge of pilot; put the anchors on the bows and lashed them down. At 9.30. a.m. passed Key buoy; sky overcast, with snow. |
| 14 | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | |
| 21 | | | | | West. | East. | | | | | | | 11 a.m. set foretopsail. Got soundings at 12 o'clock at noon, 12½ fathoms (f. s.). No observation. Pumps attended to. |
| 22 | W. by N. | N.E. | 7 | — | 1½ | ½ | West. | 6·0 | — | — | — | — | |
| 23 | " | " | " | — | " | " | " | 12·5 | — | — | — | — | |
| 24 | " | " | " | — | " | " | " | 12·5 | — | — | — | — | |
| | | | | | | | | 31·0 | | | | | |

Started from 53° 52′ N.; 7° 55′ E. Made, 0° 53′ W. Course, West. Miles, 31. Reached, 53° 52′ N.; 7° 2′ E.
Sunday, Mid-day of 5 Dec. 1875.
0 Days 2½ hours at sea.

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | W. by N. | N.E. | 7 | — | West. 1½ | East. ½ | West | 12·5 | — | — | — | — | Sky overcast, with snow; high sea. |
| | " | " | " | — | " | " | " | 6·5 | — | — | — | — | Had foretopsail set. |
| 2 | W. ¾ S. | " | " | — | " | ¾ | W.S.W. ½ W. | 6·5 | — | — | — | — | At 1.30 p.m. passed Borkum light ship, south (true), ¾ mile distant on port side. |
| 3 | " | " | " | — | " | " | " | 12·5 | — | — | — | — | |
| 4 | " | " | 8 | — | " | " | " | 13·0 | — | — | — | — | 53° 43′ N.; 5° 34′ E. |
| 5 | " | " | 8 | — | — | — | " | 13·0 | — | — | — | — | Stormy, high sea, with snow squalls. |
| 6 | " | " | " | — | — | — | " | 13·0 | — | — | — | — | Hoses screwed on pumps ready for use. |
| 7 | S.W. ¼ W. | " | " | — | 1¾ | 1 | S.W. ½ S. | 13·0 | — | — | — | — | |
| 8 | " | " | " | — | " | " | " | 13·0 | — | — | — | — | 6 o'clock p.m. 53° 35′ N.; 4° 32′ E.; changed course. 53° 15′ N.; 4° 25′ E. |
| 9 | " | " | 9 | — | " | " | " | 13·0 | — | — | — | — | Stormy wind, with snow; high sea. |
| 10 | " | " | " | — | " | " | " | 13·0 | — | — | — | — | Foretopsail set. Lookout and rudder well manned. Signal lights burning brightly. |
| 11 | " | " | " | — | " | " | " | 13·0 | — | — | — | — | |
| 12 | " | " | " | — | " | " | " | 13·0 | — | — | — | — | 52° 35′ N.; 3° 30′ E. |
| 13 | " | " | " | — | " | " | " | 13·5 | — | — | — | — | Weather as before, with snow. Had foretopsail set. |
| 14 | " | " | " | — | " | " | " | 13·5 | — | — | — | — | Sounded at 2 a.m., 21 fathoms (f. s.). |
| 15 | " | " | " | — | " | " | " | 13·5 | — | — | — | — | " 3 a.m., 25 " (f. s.). |
| 16 | " | " | " | — | " | " | " | 13·5 | — | — | — | — | 51° 33′ N.; 2° 34′ E. |
| 17 | " | " | 10 | — | " | " | " | 8·0 | — | — | — | — | Heavy gale, with thick snow; sea very high. |
| 18 | | | | | | | | | | | | | At 4 a.m. took foretopsail in; ordered engine half-speed. |
| 19 | | | | | | | | | | | | | Sounded at 4 a.m., 17½ fathoms (f. s.). |
| 20 | | | | | | | | | | | | | " 4.30 a.m., 22 " (f. s.). |
| | | | | | | | | | | | | | " 5 a.m., 17 " (f. s.). |
| 21 | Saw a light about 3 points on port bow, apparently fixed, which soon disappeared in the snow; were uncertain whether it was a fisherman or North Hinder light ship. Soon after saw breakers on port bow; reversed engine full speed astern. Shortly after got report the screw was gone; ship struck the ground at same time heavily. Ship broached to, and the sea broke heavily over her. | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | |

## APPENDIX No. 4.

Admiralty Registry, Somerset House,
SIR, 4th January 1876.

IN the course of the Inquiry, recently held before me at Poplar, into the circumstances attending the loss of the steam ship "Deutschland" on the Kentish Knock Sand, it was stated that the only mode, which the people of the Light Ship had of making the disaster known on shore, was by firing guns during the daytime, and by discharging rockets of an ordinary description at night. The mate of one of the Light Ships stated that they had on board Maroon rockets, but he at the same time informed us that they were only to be used, when the Light Ship herself was in distress.

As it seems very desirable that the Light Ships should, if possible, be provided with a distinctive signal, by which they would be able to communicate to the shore the particulars of any such casualty as that in question, whenever it happens to occur in their neighbourhood, I have to request that you will be good enough to inform me,—(1.) Whether the mate of the Light Ship was right in stating that the Maroon rockets were only to be used when the Light Ship herself was in distress? (2.) What is the nature of these rockets, how far they can be seen, and whether they can be readily discharged? (3.) Whether it has ever been suggested that the Maroon rockets should be used, whenever urgent assistance is required by vessels, which may be in distress in their neighbourhood? (4.) Whether there is, in the opinion of the Trinity House, any objection to their use for this purpose?

I should also be glad to know, whether the Light Ships are authorised to use the Commercial Code of Signals for the purpose of communicating with vessels which may be in distress, or whether there is any objection to its use.

I would beg also to request that any instructions, which may have been issued to the Light Ships on these subjects, should be forwarded to me.

I am, &c.
H. C. ROTHERY.

To Admiral Sir Richard Collinson, K.C.B.,
Deputy Master of the Trinity House,
&c. &c. &c.

Admiralty Registry, Somerset House,
SIR, 4th January 1876.

IN the course of the Inquiry recently held at Poplar into the circumstances attending the loss of the steam ship "Deutschland" on the Kentish Knock Sand, it was stated that the only mode, which the people on board the Light Ships had of making the disaster known on shore, was by firing guns during the daytime, and by discharging rockets of an ordinary description at night. The mate of one of the Light Ships stated that they had on board Maroon rockets, but he at the same time informed us that they were only to be used, when the Light Ship herself was in distress.

As it seems very desirable that the Light Ships should, if possible, be provided with a distinctive signal, by which they would be able to communicate to the shore the particulars of any such casualty as that in question, whenever it happens to occur in their neighbourhood, I beg to request that you will inform me, what is the nature of the Maroon rockets referred to, whether they are readily fired, at what distance they can be seen, and whether any steps have been taken to cause them to be used on board the Light Ships, whenever immediate assistance is required by vessels in distress, or whether there is any objection to their being so employed.

I would also beg to ask whether it has been proposed to use on board the Light Ships the Commercial Code of Signals, for the purpose of enabling them to communicate with vessels in distress, or whether there is any objection to its use.

I have, &c.
H. C. ROTHERY.

To the Secretary,
Board of Trade.

## APPENDIX No. 5.

From THOMAS GRAY, Esq., to H. C. ROTHERY, Esq.,
Admiralty Registry, Somerset House.

M. 177.

Board of Trade, Whitehall Gardens,
SIR, 5th January 1876.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 4th instant, in which you point out that in the course of the Inquiry "recently held "at Poplar into the circumstances attending the loss of "the steamship 'Deutschland' on the Kentish Knock "Sand, it was stated that the only mode, which the people "on board the Light Ships had of making the disaster "known on shore, was by firing guns during the day-"time, and by discharging rockets of an ordinary descrip-"tion at night. The mate of one of the Light Ships stated "that they had on board maroon rockets, but he at the "same time informed us that they were only to use them "when the Light Ship herself was in distress;" and in which you request to be informed "what is the nature of "the maroon rockets referred to, whether they are readily "fired, at what distance they can be seen, and whether "any steps have been taken to cause them to be used on "board the Light Ships, whenever immediate assistance is "required by vessels in distress, or whether there is any "objection to their being so employed."

In reply, I am directed to enclose for your information a copy of a letter written by this Department to the Secretary to the Trinity House, the Irish Lights Commissioners, and the Mersey Docks and Harbour Board, on the subject, dated the 23rd December 1873.

From that letter you will see that this Department were then desirous that a rocket of such a character as to be entirely distinct from all other rockets should be fired from on board Light Vessels, when the services of life-boats were required from the shore to assist vessels stranded or otherwise in distress on or near the coasts.

With the co-operation of the late Colonel Milward, R.A., such a rocket was made for this department, and a supply was in due course forwarded to the order of the Elder Brethren of the Trinity House for use on board their Light Ships. The Department have every reason to believe that a sufficient number for use has been placed on board the Light Ships accordingly.

After the wreck of the German ship "Schiller," it appeared to the Board of Trade that these "call rockets" would also be of use if supplied to outlying Lighthouses, and on the 10th July 1875 they wrote to the Trinity House in terms of the letter, of which a copy is also appended. The Trinity House saw no objection to the suggestion therein contained, and took steps to carry the wishes of this Board into effect in this respect, as will be seen by their letter of the 23rd July 1875. So that at the present moment not only Light Ships but outlying Lighthouses are supplied with these very distinctive and very efficient "call rockets," for the purpose of obtaining assistance for saving life from shipwreck.

The only questions in your letter as to these rockets not answered in the above remarks and in the enclosures herein, are whether these "maroon rockets" or "call rockets" are readily fired, and at what distance they can be seen. To the first of these questions I have to reply that the call rockets are as easily fired as common rockets, and, judging from reports of experiments, and from the very careful manufacture of the rockets in the Royal Laboratory at Woolwich, the Board of Trade have every reason to believe that they are in every way as safe as any other rocket. And as regards the distance at which they can be seen (and heard) the Board of Trade have no means of giving a precise answer. They can only say that these rockets reach an altitude of over 2,000 feet, and that the maroon charge is very powerful, and the report is louder than that of an ordinary signal gun. They can be used by day as well as by night.

As regards the use of the International Code of Signals on board of vessels in the service of the Trinity House, I have to enclose a copy of a letter from this Board to the Trinity House, dated 28th October 1868, of their reply dated 4th November 1868, of a further letter from this Board dated 23rd November 1868, and of a further reply from the Trinity House dated 27th November 1868.

From these letters it appears that the Elder Brethren then preferred other means of communication than the International Code. It has been the constant desire of the Board of Trade to ensure the use of the International Code of Signals in all services, but whether at the present moment the code flags and books are supplied to all Light Vessels and Lighthouses under the jurisdiction of the lighthouse authorities, the Board of Trade are unable to say.

As it is desirable that you should receive an early reply to your letter, the present letter has not been delayed, whilst all the details of old correspondence can be searched for, but, in the event of any further letters on the subject being traced, copies will be sent to you.

I am, &c.
(Signed) THOMAS GRAY.

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From THOMAS GRAY, Esq., to the SECRETARY, Trinity House.

M. 19,951.

Board of Trade, Whitehall Gardens,
SIR, 23rd December 1873.

WITH reference to previous correspondence on the subject of signals of distress, I am directed by the Board of Trade to state, for the information of the Elder Brethren of Trinity House, that, looking to the fact that signals are made by rockets fired from some Light Ships to give notice to the life-boats ashore that vessels are in distress and require assistance, it has appeared to this Board very desirable that the signals made for this purpose from a Light Ship should be of so distinctive a character, as to be different altogether from signals of distress made by rockets from merchant ships.

With this view the Board of Trade have been in communication with the War Office for the purpose of obtaining a rocket of a totally different kind from those in ordinary use.

This they have now succeeded in doing, in the construction of a rocket of the size and form of the ordinary 1 lb. signal rocket.

It reaches an altitude of about 2,000 feet, and a bright white light accompanies the rocket in its upward flight, and continues to burn until it falls into the water. A maroon charge also is inserted in its head, which explodes with a loud report, when it attains its highest altitude.

The Board of Trade would call the attention of the Elder Brethren to these rockets, and I am to suggest for their consideration that, where a warning rocket is now used by their Light Ships, or where a rocket is used as a signal to call out life-boats in their Light Ships, this rocket should be substituted for that of the ordinary rocket.

Should the Elder Brethren agree with the Board of Trade in this suggestion, the Board of Trade would propose that these rockets should be named "Light Ship Rockets,"* and their use be entirely confined to such ships, and for the purpose before stated.

The advantage of this will be that all along the coasts the warning rockets will be similar. The Board of Trade intend to use these rockets to call together the crews of the rocket brigades on shore, and should you concur in the proposal to use them in your Light Ships, the Board of Trade can supply them at cost price and of guaranteed quality out of their stock.

Should they be required, they can be supplied within a very short period.

I am, &c.
(Signed) THOMAS GRAY.

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From ROBIN ALLEN, Esq., to the ASSISTANT SECRETARY, Marine Department, Board of Trade.

M. 261/7810.

Trinity House, London, E.C.,
SIR, 5th January 1874.

I AM directed to acknowledge the receipt of your letter, dated 23rd ultimo (M. 19,951), adverting to the use of rockets by Light Ships, and proposing one of a distinctive character, which has been obtained by communication with the War Office; and in reply I am to state, with reference to the paragraph in your letter suggesting "that where a "warning rocket is now used by the light ships, and "where a rocket is used as a signal to call out life-boats in "the Light Ships, this rocket on board Light Ships should "be substituted," that rockets are only used by this Corporation on the occasions described in the following paragraph of the instructions to the officers in charge of Light Vessels:—

"In the event of vessels being observed in proximity to "the Light Ship, either in distress or requiring assistance, "the officer in charge is to cause the following signals to "be made, viz., *in the daytime*, two guns to be fired at an "interval of five minutes, and repeated every half hour until "assistance be observed approaching; *in the night-time*, two "guns fired at similar intervals, each followed by a rocket "thrown in the direction of the vessel in distress, and these "signals are to be continued until the required assistance "has been rendered." And that, although this signal is understood by the life-boat authorities, whose servants are the most likely persons to render assistance, it does not seem to the Elder Brethren expedient to make the signal a summons specially for them.

In communicating with the Life-boat Institution some years since, this Board felt under the necessity of declining to put any further responsibility upon the officer in charge of the Light Vessel (who cannot possibly measure the exact nature of the assistance required) than at present exists, viz., to announce to the shore that assistance is required, and to throw the rockets in the direction of the vessels in distress; but they are of opinion that it will be advantageous that rockets from Light Vessels should be distinctive, and will be glad to be furnished, for testing purposes, with a few of the kind referred to, and with a statement of the cost at which they can be supplied.

I am, &c.
(Signed) ROBIN ALLEN.

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From ROBIN ALLEN, Esq., to the ASSISTANT SECRETARY, Marine Department, Board of Trade.

M. 9032/3264.

Trinity House, London, E.C.
SIR, 17th June 1874.

ADVERTING to previous correspondence, and particularly to your letter dated 12th inst. (M. 8318), on the subject of distinctive rockets for Light Ships, I am directed to acquaint you that those promised in your letter dated 8th January last (M. 261) were duly received from the War Office, and have been tried and found very satisfactory, and that the Elder Brethren propose to adopt them throughout the Service.

The only use of a rocket in a Light Vessel, apart from that of indicating to the shore the direction of a vessel in distress, will be when the Light Vessel herself is in need of assistance, and it is proposed to use the same rocket for such occasions.

I am, &c.
(Signed) ROBIN ALLEN.

P.S.—As respects an immediate supply, it is understood that it will be most expedient to obtain it from a private firm, and Messrs. Dyer and Robson will be instructed accordingly.

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From THOMAS GRAY, Esq., to the SECRETARY, Trinit House, Tower Hill.

M. 9954.

*Casualties.*

Board of Trade, Whitehall Gardens,
SIR, 10th July 1875.

I AM directed by the Board of Trade to enclose herewith a printed copy of the report of the Court of Inquiry held into the circumstances attending the loss of the "Schiller," and to request you to move the Elder Brethren of the Trinity House to favour them with their opinion as to the advisability of supplying a few "call rockets" to the Bishop's Lighthouse or other adjacent Lighthouses for use in an emergency of this description.

I am, &c.
(Signed) THOMAS GRAY.

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From ROBIN ALLEN, Esq., to the ASSISTANT SECRETARY, Marine Department, Board of Trade.

M. 10,794/3928.

Trinity House, London, E.C.,
SIR, 23rd July 1875.

I AM directed to acknowledge the receipt of your letter, dated 10th inst. (M. 9954), inquiring, with reference to the circumstances of the recent loss of the "Schiller," as to the advisability of supplying a few "call rockets" to the Bishop Rock or other adjacent Lighthouses for use in an emergency of that description; and in reply I am to acquaint you that the Elder Brethren see no objection to the adoption of this proposal, and have given instructions for the Lighthouses enumerated in the margin to be supplied with one dozen maroon

Maplin.
Gunfleet.
Eddystone.
Wolf.
Bishop's Rock.
Longships.
Smalls.
South Bishop.
Sherries.

* Name afterwards altered to "Call Rockets."—T. G.

rockets, which are to be used only, when immediate assistance is required, either by the lightkeepers themselves or by vessels in the vicinity.

I am, &c.
(Signed) ROBIN ALLEN.

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From THOMAS GRAY, Esq., to the SECRETARY, Trinity House, Tower Hill.

M. 9790.

Board of Trade, Whitehall Gardens,
SIR, 28th October 1868.

I AM directed by the Board of Trade to state that they will be glad, if the Elder Brethren will cause them to be informed, whether any signals other than the Commercial Code Signals are used in the service of the Trinity House.

The Board of Trade will also be glad to receive a copy of any book or books of signals, if any, that may be used in the service of the Trinity House.

I am, &c.
(Signed) THOS. GRAY.

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From ROBIN ALLEN, Esq., to the ASSISTANT SECRETARY, Marine Department, Board of Trade.

Trinity House, London, E.C.,
SIR, 4th November 1868.

I AM directed to acknowledge receipt of your letter dated (M.) 28th ultimo, inquiring whether any signals other than the Commercial Code Signals are used in this Corporation's service, &c., and in reply I am to acquaint you that, as stated in Mr. Berthon's letter of the 3rd January 1867, the Elder Brethren have preferred, as the ordinary means of communication between the Light Ships or shore stations and themselves, the private code they have long used, and have especially adapted to their requirements.

A copy of this code is enclosed, as requested, for the information of the Board of Trade.

I am, &c.
(Signed) ROBIN ALLEN.

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From THOMAS GRAY, Esq., to the SECRETARY, Trinity House.

M. 9974.

Board of Trade, Whitehall Gardens,
SIR, 23rd November 1868.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 4th instant, forwarding a copy of the Private Code of Signals used by the Trinity House as a means of communication between their vessels and stations.

In reply, I am to request that you will convey to the Elder Brethren the thanks of this Board for the work in question.

With the code of signals therein described the Board of Trade have, of course, no desire to interfere.

I am, however, to suggest, for the consideration of the Elder Brethren, whether, as the Commercial Code of Signals has been so universally adopted, and as many ships are provided with no other code, it is not desirable that the Trinity House yachts should carry, in addition to the signals used in the service of the Trinity House, the Commercial Code Flags and Signal Books to enable them to communicate with other vessels.

I am, &c.
(Signed) THOMAS GRAY.

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From ROBIN ALLEN, Esq., to the ASSISTANT SECRETARY, Marine Department, Board of Trade.

M. 16,606.

Trinity House, London, E.C.,
SIR, 27th November 1868.

I AM directed to acknowledge the receipt of your letter dated 23rd instant (M. 9974), and, in thanking you for the suggestion therein contained that the Trinity House yachts should carry the Commercial Code Flags and Signal Books, in addition to those employed for their own service, I am to acquaint you that the Trinity steamers have always been provided with the code flags and signals in general use.

I am, &c.
(Signed) ROBIN ALLEN.

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## APPENDIX No. 6.

From THOMAS GRAY, Esq., to H. C. ROTHERY, Esq., Admiralty Registry Office, Somerset House.

M. 177.

Board of Trade, Whitehall Gardens,
SIR, 6th January 1876.

WITH reference to the letter from this Department of yesterday's date, I am directed by the Board of Trade to enclose a copy of a letter sent to the Trinity House on the 16th November 1866 on the subject of Commercial (International) Code Signals.

I am, &c.
(Signed) THOMAS GRAY.

P.S.—The reply to this letter received from the Trinity House cannot be traced; but a request has been sent by telegram to the Trinity House to forward you a copy by to-night's post.—T. G.

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From T. H. FARRER, Esq, to the SECRETARY, Trinity House, London.

H. 8537.

Board of Trade,
SIR, 16th November, 1866.

I AM directed by the Board of Trade to call the attention of the Elder Brethren of the Trinity House to the fact that Her Majesty's Government have, in concert with the Government of France (as was done in the case of steamers' lights some years ago), addressed an identical note to the Governments of the principal maritime powers in Europe and to the Government of the United States, inviting their co-operation in the establishment of one uniform system of signals to be used at sea.

A joint Commission was appointed by the Governments of Great Britain and France to decide upon the code of signals best adapted for universal use, and the commercial code of signals was selected, and has been recommended to foreign states for international use on board both men-of-war and merchant vessels.

In France this code has already been adopted to the exclusion of other codes on board French ships and at all French semaphore stations, and the Governments of Spain, Portugal, and Italy have signified their intention to adopt this code exclusively, and to have it officially translated as a medium of international communication.

I am further to state that in Her Majesty's possessions abroad the various governments have, upon the recommendation of Her Majesty's Government, promised by all the means in their power to promote the use of the commercial code of signals at colonial signal stations, and in one instance a requisition has been received for the supply of the signal books to some colonial lighthouses for use as a means of warning vessels that may be observed to be running into danger.

The object of this Board in making this communication is to inquire of the Elder Brethren of the Trinity House, how far they can promote the use of the code, either at Light Stations or on board Light Vessels, by providing the signal books and the code flags, so that they may be used not so much for communicating with passing vessels, as for the purpose of cautioning them against risk or positive danger.

It is believed that a code of private signals is in use by some of the Lighthouse authorities, and that flags are employed differing from those of existing codes.

I am to suggest that, if this is the case, it would be easy to employ the flags of the Commercial Code for communicating from the vessels of the Lighthouse authorities, which it is presumed are provided with the Commercial Code Signal Book and Flags.

I am to request that you will inform this Board whether, with the object above mentioned, and without requiring any duties beyond those which humanity might call for from the Light-Keepers, the Elder Brethren of the Trinity House think that the Commercial Code Signal Book and Flags might be furnished to any, and, if any, to which of their Stations or Light Vessels.

I am, &c.
(Signed) T. H. FARRER.

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Trinity House, London, E.C.,
SIR, 3rd January 1867.

I AM directed to acknowledge the receipt of your letter of the 16th ultimo, H/8537, suggesting the employment of the flags of the Commercial Code of Signals at Light-house and Light Vessel stations, and their use as a means of warning vessels that may be observed to be running into danger; and in reply thereto I am to acquain you, for the information of the Lords of the Committee ot Privy Council for Trade, that the Elder Brethren are of opinion that in some of the Light Vessels, where the dangers extend further than the vessels themselves can cover, the Commercial Code of Signals might be of use; the firing of the gun as at present ordered being reserved for close approach to the danger. The Elder Brethren are also of opinion that the bearings of buoys or of positions near at hand might in like manner be furnished to passing ships in case of need both by the Light Vessels and the steam vessels, but they prefer as the ordinary means of communication between the Light Ships or shore stations and themselves the private Code they have long used and have especially adapted to their requirements.

As respects Light-houses, the Elder Brethren cannot see that any general application of the system thereto would be of use.

The position and colour of the Light-house establishments and the great extent of white walls they exhibit afford the best indication of locality to put a seaman on his guard, and the Elder Brethren direct me to say that they do not think it would be advisable to entrust the keepers with signals, which might possibly deceive mariners, by leading them to approach too close to the land, and to rely on a warning being given to them, if they stood into danger, instead of using their own judgment.

The stations at which, in the opinion of the Elder Brethren, the signals in question might be used with advantage are the following, viz., Outer Dowsing, Leman and Ower, Galloper, Kentish Knock; Varne, Owers, Seven Stones, Cardigan Bay, and Morecambe Bay.

I am, &c.
(Signed) P. H. BERTHON.

The Secretary, Marine Department,
Board of Trade.

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## APPENDIX No. 7.

From ROBIN ALLEN, Esq., to H. C. ROTHERY, Esq.

Trinity House, London, E.C.,
SIR, 6th January 1876.

I AM directed to acknowledge the receipt of your letter dated 4th instant, addressed to Admiral Sir Richard Collinson, adverting to the statement made in the course of the Inquiry recently held before you into the circumstances attending the loss of the "Deutchsland," that the only mode, which the people of the light ship had of making the disaster known on shore, was by firing guns during the daytime, and by discharging rockets of an ordinary description at night; and that the maroon rockets on board were only to be used when the Light Vessel herself was in distress. Whereupon you request to be informed (1) whether this latter statement be true, (2) what is the nature, &c., of the maroon rocket, (3) whether it has been suggested for more general use, and (4) whether there is any objection thereto.

In reply, I am to state that the method of summoning assistance, whether for the Light Ship or any other vessel, is as follows:—"In the event of vessels being observed in "proximity to the Light Ship, either in distress or requiring "assistance, or should the Light Ship herself require assis- "tance, the officer in charge is to cause the following "signals to be made, viz.:—*In the daytime*, two guns to "be fired at an interval of five minutes, and repeated every "half hour until assistance be observed approaching; *in* "*the night-time*, two guns fired at similar intervals, each "followed by a rocket thrown in the direction of the vessel "in distress, and these signals are to be continued, until "the required assistance has been rendered;" and that as respects the character of the rocket to be used, that the pattern in use in H.M. navy was formerly employed, but that, following on the enactment as to signals of distress in the 36 & 37 Vict. cap. 85, schedule 1, it was suggested that a maroon rocket should be adopted, and that these have been very generally substituted for the other, although, as respects the Light Vessels off Harwich, the officers having both on board considered the maroon rocket was to be reserved for the contingency of the Light Vessel herself having need of assistance.

As respects your inquiry as to the nature, &c. of this rocket, it has been described as reaching an altitude of about 2,000 feet, and as giving a bright white light in its upward flight which continues to burn until it falls into the water, and that a maroon charge is inserted in its head which explodes with a loud report when it attains its highest altitude; there are no difficulties in discharging it; but the distance to which it can be seen must be entirely dependent upon the state of the atmosphere.

As respects Question 3 in your letter, it will have been perceived that the foregoing observations have replied to it by implication in the affirmative, but, as to the 4th, I am to state that in the course of the earnest attention with which the Elder Brethren have watched the recent Inquiry, in the hope that its details might suggest some further power of service rendering in the direction of their duty, they have noted that the old rocket seems to have been efficient for the purpose, the moment that the closing in of the day made that form of signal available, but regard being had to the difficulty of preventing navigating vessels from using rockets for other purposes than distress, and to the consequent advantage of a distinctive rocket from the Light Ship, there seems no doubt that the outcome of the careful consideration, which is at this moment being bestowed by the Elder Brethren on all the details of this difficult question, will be the continuance in some form of a rocket of a special character, and I may add that they have at this moment a maroon rocket of greatly increased power before them.

As respects the employment of the Commercial Code of Signals, I am to state that the outlying Light Ships of the Corporation, but those only, are supplied with it.

I enclose copies of the instructions requested and

I have, &c.
(Signed) ROBIN ALLEN.

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COPY OF CIRCULAR TO SUPERINTENDENTS.

Trinity House, London,
SIR, 9th February 1872.

THE Board having directed that certain of the outlying Light Vessels shall be provided with the Commercial Code of Signals, in order that they may be enabled to communicate with passing vessels, I have to acquaint you that a set of flags and a copy of the code will shortly be forwarded to you for the Light Vessels, and I have to request that you will cause the officers of *all* the Light Vessels in your district to be instructed and practised in the use of the signals in question at every opportunity.

I am, &c.
(Signed) ROBIN ALLEN.

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COPY OF CIRCULAR TO SUPERINTENDENTS.

Trinity House, London, E.C.
SIR, 8th June 1874.

I HAVE to request you will indent on the usual form for two dozen maroon rockets and sticks, for the service of each Light Vessel in your district, to be used as directed in the printed notice to mariners, No. 61, issued from this house under date 26th ultimo.

I am, &c.
(Signed) ROBIN ALLEN.

# APPENDIX No. 8.

REGULATIONS to be observed by the Masters, Mates, and Crews of Light Vessels of the Corporation of Trinity House of Deptford-Stroud.

I. The complement of crew for each Light Ship shall be as follows, except in such special cases as may be directed otherwise, viz. :—

1 master,
1 mate,
3 lamp lighters,
6 able seamen, one of whom may be a carpenter.

II. Implicit obedience and respect are required from the crew of the vessel to their officers both afloat and on shore, and any person disregarding this order will be liable to immediate dismissal.

III. The master and mate of the vessel shall, either one or the other, remain constantly on board; and at such times as the mate may be in charge, he shall exercise the same authority as the master, and be entitled to the same respect and obedience from the remainder of the crew.

IV. The officer in charge is not to permit any of the crew to leave the vessel for any purpose whatever, save for the preservation of life, and then only when, in his opinion, assistance can be given without prejudicing the efficiency of the vessel, and for the due exercise of this discretion he is held responsible.

V. The reliefs are regulated as follows, viz. :—At the commencement of each month, (wind and weather permitting,) the master, or mate, one lamplighter, and two seamen (the carpenter being reckoned as one of the latter), are to be relieved, while seven of the crew, consisting of the master or mate, two lamplighters, and four seamen, are to remain on board.

VI. During the periods of his turn to remain on shore, the master or mate is not to absent himself, nor suffer the seamen with him, to absent themselves from the neighbourhood of without special permission from the Corporation or their agent, but is always to remain ready to render his services in navigating the tender, or in executing such service, ashore or afloat, as shall attach to the district; he is also to be ready to proceed to the Light Vessel with the relieving seamen at the appointed periods of relief, and, at all other times, to afford every assistance to the Light Vessel that may be requisite; and particularly in the event of any accident, or of the Light Vessel breaking from her moorings, he is with the seamen on shore to join the vessel as early as possible, and not quit her again until she shall be safely brought back and replaced at her station.

VII. The master is to verify the inventory furnished him of all stores, furniture, and equipment of the vessel under his charge, and is responsible for the same; and in case of articles being required, to keep it complete, is to indent monthly for the same, stating in what way such articles have been expended.

VIII. The master is, at the end of every quarter, to make out an account of expenses for wages and provisions, at the stated allowances for himself and crew, and send the same to the agent, who will pay over the amount thereof when approved.

IX. The officer in charge is to see personally that the lamps are in good order, and that they are lit every evening at sun-set, and kept constantly burning bright and clear till sun-rise, and is to visit the mast-head, to inspect their condition once at least in every watch.

X. In order to maintain the greatest degree of light, the wicks are to be trimmed when requisite, and especial care is to be taken that their tops are cut exactly even.

XI. The officer in charge is to be careful that the lamps and reflectors are clean and polished every morning, using for that purpose only the means provided by the Corporation. He is to see that the glazing of the lantern is also constantly kept, both internally and externally, in the most serviceable condition.

XII. The officer in charge is to preserve cleanliness throughout the vessel—in his own person, as well as in the persons of the crew; and is to appear himself, and cause his crew to appear, in the uniform provided by the Corporation, after 8 a.m. daily. He is to see that the hammocks are lashed up in a seamanlike manner, taken down, and properly stowed in the place provided for them every morning, at 7.30 a.m., and is not to permit them to be hung again, except in cases of illness, until 6 p.m.

XIII. The officer in charge is to take every precaution necessary for the preservation of the vessel and her stores; is to keep the decks well varnished, and have the sails dried whenever necessary; is to cause the decks, bulwarks, topsides, and boats, to be washed every morning, and in hot weather, to have the bends wetted and the awnings spread fore and aft, from 8 a.m. till 6 p.m. daily. He is to take care that the guns are kept in good order and ready for immediate use, and once every year, is to have the whole of the cables hauled up on deck, one at a time, the inner ends, clenches, and shackles examined, and the tiers cleaned out; and is then to have them re-stowed, and blacked as they are payed down again.

XIV. The officer in charge is to take especial care that neither lamps, candles, coals, nor any other article, are left burning anywhere so as to endanger fire.

XV. The officer in charge is to take care that the oil is always emptied into the cisterns as soon as received on board, and that none of the oil, stores, goods, or materials, whether appertaining to the light or to the vessel, are wasted, embezzled, or stolen, and that all economy and good management, consistently with the maintenance of a perfectly good light, are in every respect, and at all times, observed.

XVI. The officer in charge is to keep an exact account of the quantity of oil and lighting stores received on board from time to time, entering the nightly consumption of the former, in the form provided for that purpose, and to send the same, with a statement of the quantity remaining on board, to the agent, at the end of every month. He is also, at the end of each quarter, to furnish an account, on the form provided, of all stores expended, with the quantities then remaining.

XVII. The officer in charge is not himself, nor is he to permit any of his crew, to aid or assist in running any goods out of any ship, vessel, or boat, to the prejudice of Her Majesty's revenue; and he is not to permit any kind of goods to be brought on board the Light Vessel, from that ships or vessels, except they are in distress, and in any case he is to take care that there is no embezzlement or damage, or practices whatever, that may prejudice either the owners of the goods or the Crown.

XVIII. The officer in charge is to take care that a watch, of at least two persons, is constantly kept upon the deck of the vessel, by day and by night. And in addition thereto, he is to see that the sails of the vessel are kept bent between the 1st October and the 1st April; and at all times of unsettled weather.

XIX. The officer in charge is in unsettled or bad weather to cause the number of the watch to be increased, frequently himself going upon deck to see that a good look-out is kept, and that strict attention is given to the safe riding of the vessel.

XX. The officer in charge is to cause constant attention to be given to the deep-sea lead, which is to be kept over board; and to take such further proceedings, either by bearings or otherwise, as shall best enable him, at all times, to determine whether the vessel retains her proper station.

XXI. In those cases in which the vessel is moored with a span and bridle, the ring of the ground-chain is, upon the lowest ebb of every spring tide, to be hove up to the bows. And in those cases in which the moorings consist of a single mushroom and chain with a 2-inch bridle, the end of the latter is at the like times to be hove up to the bows, or when not so fitted, the chain is to be hove as short as may be prudent, duly attending to the depth of water and marks. If, from the state of the weather, it is not practicable to perform this service upon the lowest tide, it shall be done upon the first succeeding low water upon which it may be so; and, in either case, its execution shall be noted in the log-book; and if not done upon the first-named occasion the reason of its non-performance.

XXII. It being of essential importance, should the vessel be forced from her station, that she be brought up by her anchor as soon thereafter as shall be consistent with her safety, the officer in charge is to observe that at all times the bower anchor is ready for letting go, and in unsettled weather is to keep a range of chain on deck sufficient to take it to the ground. He is to see that a strict and sufficient watch on deck is maintained, and attention given to the use of the deep-sea lead, as directed in paragraph No. 18 of these instructions; by a due regard to which, the vessel can drive but a very short distance before she may be brought up; and any neglect herein will subject the officer in charge at the time to the severest displeasure of the Board.

XXIII. The officer in charge is to take especial care to tend the vessel at tide-time, and at all times when she may

be athwart or rolling heavily in the sea-way, he is to see that the mizen is set to keep her to.

XXIV. In the event of the vessel being driven from her station, the officer in charge is carefully to consider whether she has driven to such a distance, or in such a direction, as to make it dangerous to shipping to continue to shew her lights, and if the distance or direction be *not* such as to endanger their safety, the *lights and balls* are to be continued in the usual manner. But should the vessel have driven so as to be of no use as a guide to shipping, the *usual lights and balls* are in that case, to be *discontinued*, the *balls are to be struck*, and *two red lights substituted at night*—one at the end of the davit forward, the other on a stanchion beside the ensign staff; and a *red flare light* shewn every quarter of an hour.

XXV. In the event of vessels being observed in proximity to the Light Ship, either in distress or requiring assistance, the officer in charge is to cause the following signals to be made, viz.:—*in the daytime*, two guns to be fired at an interval of five minutes, and repeated every half hour until assistance be observed approaching; *in the night-time*, two guns fired at similar intervals, each followed by a rocket thrown in the direction of the vessel in distress, and these signals are to be continued until the required assistance has been rendered.

XXVI. The officer in charge, is not to permit fishermen's, or any other boats to resort to, or remain alongside, the vessel; excepting in cases where their crews have business on board, or are compelled so to do, by stress of weather.

XXVII. In any case of collision occurring between a Light Vessel and any other vessel, the officer in charge is to procure the name and port of the latter, and that of her owners, and to forward the same, with an extract from the log, to the agent of the district. He is also to take the necessary steps for ensuring the safety of the Light Vessel; and should the damage be serious, to cause information of the same to be conveyed to the agent as soon as possible.

XXVIII. The officer in charge is to keep a journal in duplicate, upon the form provided for that purpose, of all occurrences and observations, and is to be particular in describing all circumstances attending them, especially the precise time at which the lamps are trimmed during the night, the length of time intervening between the lowering of the lantern (when necessary to do so), and again hoisting the same after the lamps are trimmed; and the times at which it may be necessary to increase the watch upon deck, stating the period when such additional watch comes on duty, and how long continued.

XXIX. The direction and strength of wind, and the state of the weather, together with the height of the barometer and thermometer, are to be noted in the log book, at 3 a.m.—9 a.m.—3 p.m.—9 p.m., and at such other times as may be required. The direction of the wind is to be given by compass, and its strength denoted by a number, according to the Admiralty form. The times of changes in the direction of the stream of tide are also to be registered as often as they occur, and as accurately as may be practicable.

XXX. All observations are to be noted by apparent time, which is to be obtained by regulating the dial at sunrise and sunset according to the time shewn in the almanac.

XXXI. No person is permitted to take extracts from the log books or journals of the Light Vessels, except when furnished with a written order from the secretary. And no information is to be given by the master, mate, or any of the crew, to any one not in the service, as to the circumstances attending collisions, wrecks, or other similar matters, except in the presence of the superintendent of the district, who shall embody the information given in a written statement, which he shall read carefully over to the person making the same, who shall then sign it, previously to its being countersigned by the superintendent. Any gratuity received for such information, except in the case of *subpœna*, will subject the receiver to instant dismissal.

XXXII. The officer in charge is once, at least, on every Sunday, to assemble the crew, with the exception of the watch upon deck, either in his own cabin or other convenient place, and there read to them the Church Service for the day throughout, and also a sermon or homily from the volume provided by the Corporation for this purpose.

Trinity House, London,
3rd February 1863.

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NOTICE TO MARINERS.—No. 61. LIGHT VESSELS.

Trinity House, London,
26th May 1874.

NOTICE IS HEREBY GIVEN, that on and after the 1st July next, in order the better to determine the direction in which Light Ships are riding, a *white* riding light will be exhibited from sunset to sunrise from the fore-stay of each vessel, at a height of six feet above the rail.

THE ATTENTION OF SHIPMASTERS is also directed to existing regulations to the following effect, viz.:—

That if a Light Vessel has been driven from her proper position to one where she is of no use as a guide to shipping, the usual lights will be discontinued, a fixed *red* light at each end of the vessel substituted, and a *red* flare shewn every quarter of an hour; and that the balls also, or other mast-head marks which help to distinguish the Light Vessel by day, will in similar circumstances be struck. If from any cause the Light Vessel be unable to exhibit her usual lights whilst *at her station*, she will show only the riding light on the fore-stay. The firing of special rockets of an explosive character will signify the need for assistance from the shore.

By Order,
ROBIN ALLEN, Secretary.

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INSTRUCTIONS TO LIGHTKEEPERS AS TO CALL ROCKETS.

One dozen Maroon rockets, in a copper case (with the sticks which must be fitted to them before firing), will be supplied, together with guiding battens, to each of the under-mentioned light establishments, for signalling when vessels are observed to be in distress, or when assistance is urgently needed through casualty at or to the Light-house itself; and the keepers are to observe that, for safety, the case (with the sticks and battens) is to be stowed in the oil-room, out of the influence of the sun's rays, or heat from any source, and that on no account is a lighted lamp or candle to be carried where the rockets are deposited. They are only to be fired when the services of a life-boat or assistance from the shore is required, and when used they are to be fired to leeward of the lantern, and in a perpendicular direction; the batten with the eyes for supporting and guiding them at the time of firing, being securely lashed to the lantern gallery.

The principal keeper, or senior assistant, is to have charge of the rockets; and to guard against accident to the light, the keeper on watch is *strictly cautioned* not to fire until he has called to his aid the keeper or keepers who are off duty.

*Light-houses above referred to.*

| | | |
|---|---|---|
| Maplin. | Wolf Rock. | Smalls. |
| Gunfleet. | Bishop Rock. | South Bishop. |
| Edystone. | Longships. | Skerries. |

By order,
ROBIN ALLEN,
Secretary.

Trinity House, London,
27th July 1875.

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LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

# ABSTRACTS

OF THE RETURNS MADE TO THE BOARD OF TRADE

OF

# WRECKS, CASUALTIES, AND COLLISIONS

WHICH OCCURRED ON AND NEAR THE

# COASTS OF THE UNITED KINGDOM,

*From the* 1*st July* 1875 *to the* 30*th June* 1876,

WITH PARTICULARS OF LIVES LOST;

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ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE YEAR 1875–6

OF THE

## WRECKS, CASUALTIES, AND COLLISIONS

WHICH OCCURRED ON AND NEAR THE

## COASTS OF THE CHANNEL ISLANDS AND THE BRITISH POSSESSIONS ABROAD;

---

AND OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE YEAR 1875–6

OF THE

## WRECKS, CASUALTIES, AND COLLISIONS

WHICH OCCURRED TO

## BRITISH VESSELS AT SEA AND ON AND NEAR THE COASTS OF FOREIGN COUNTRIES;

TOGETHER WITH

Statements of the Official Inquiries in the United Kingdom into the Causes of Wrecks, &c., held by order of the Board of Trade, during the year 1875–6; and of the Official Inquiries abroad, instituted by Consular and Colonial Officers and others, into the causes of Wrecks, &c., of which the Reports were received at the Board of Trade, during the year 1875–6;

And Statements showing the Lives Saved on the Coasts of the United Kingdom, together with the Amounts granted out of the Mercantile Marine Fund as Rewards for the Salvage of Life, and Expenses in connexion with the Rocket and Mortar Apparatus for saving Life, during the year 1875–6;

WITH CHARTS.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

[C.—1632.] *Price* 9*s.* 6*d.*

# CONTENTS.


WRECK CHARTS for the year 1875–6, viz.: United Kingdom, England and Wale Scotland, Ireland, Europe, and the two Hemispheres - - - *To precede Remarks*

Page

Remarks Explanatory of the Wreck Statistics for the year 1875–6 - - - - vii

ABSTRACTS.

PART I.

*Wrecks, Casualties, and Collisions reported to have occurred on and near the Coasts of the United Kingdom in the last ten years.*

Page

Table 1. Number of Wrecks, &c., Number of Vessels lost or damaged, Tonnage of Vessels and Number of Hands employed - - - - - - - 2

Table 2. Number of Vessels, distinguishing British from Foreign, Sailing from Steam, and Coasting from Oversea - - - - - - - 3

Table 3. Number of Vessels, showing Cargoes - - - - - - - 4

Table 4. Number of Vessels, do. Age - - - - - - 4

Table 5. Number and Ages of Vessels, showing Nature of Voyage - - - - - 5

Table 6. Number of Vessels, do. Description - - - - - 5

Table 7. Number of Vessels, do. Tonnage, and distinguishing between Total Losses, Serious Casualties, and Minor Accidents - - 5

Table 8. Number of Wrecks, &c., do. Parts of the Coasts on which they happened - 6

Table 9. Number of Wrecks, &c., do. the Direction of the Wind - - - 7

Table 10. Number of Wrecks, &c., do. Force of the Wind - - - - 10

Table 11. Number of Vessels, &c., distinguishing between the Descriptions of Certificates held by the Masters - - - - - - - - - - 12

Table 12. Number of Vessels, showing the Vessels and Cargoes Insured and Uninsured, and the Amount of Insurance when known - - - - - 12

Table 13. Wrecks (excluding Collisions) which have involved Total Loss, showing the Causes - 13

Table 14. Casualties (excluding Collisions) which have involved Serious Damage, showing the Causes - - - - - - - - - - 14

Table 15. Casualties (excluding Collisions) which have involved Minor Damage, showing the Causes - 15

Table 16. Collisions which have involved Total Loss, showing the Causes - - - 16

Table 17. Collisions which have involved Serious Damage, showing the Causes - - - 16

Table 18. Collisions which have involved Minor Damage, showing the causes - - - 17

Table 19. Summary of Tables 13–18 - - - - - - - 17

Table 20. Collisions, distinguishing the Time and the State of the Weather - - - 18

Table 21. Collisions, distinguishing Collisions by Day from Collisions by Night, and further distinguishing Collisions happening with both Vessels under Way from those happening with one Vessel under Way and the other at Anchor - - - - - 20

Table 22. List of Sands and Rocks upon which Vessels were stranded - - - - 24

Appendix A.—Number of Wrecks, Casualties, and Collisions reported to the Board of Trade as having occurred to Sea-going Vessels in Rivers and Harbours of the United Kingdom in the Year 1875–6 29

Appendix B.—Wrecks and Collisions on and near the Coasts of the United Kingdom, involving Total Loss of Vessel without Loss of Life, from the 1st day of July 1875 to the 30th day of June 1876 inclusive; in four divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, and (4) Casualties from other Causes; showing in each case, when known, the Description of the Vessel and her Cargo, the Age of the Vessel, the Names of Master and Owner, the Date and Place of the Disaster, the Direction and Force of the Wind at the time of Disaster, and whether in any case an Official Inquiry was instituted, with the result - - - - - - 32


40249. Wt. 10480.

## Part II.

*Lives Lost on and near the Coasts of the United Kingdom.*


Page

Table 23. Wrecks, Casualties, and Collisions on and near the Coasts of the United Kingdom involving Loss of Life, from the 1st day of July 1875, to the 30th day of June 1876, inclusive; in five divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, (4) Casualties from other Causes, and (5) Missing Vessels; showing in each case, when known, the Description of the Vessel and her Cargo, the Age of the Vessel, the Names of the Master and Owner, the Number of Lives lost, the Date and Place of the Disaster, the Direction and Force of the Wind at the time of the Disaster, and whether in any case an Official Inquiry was instituted, with the result; with Summaries of the Casualties involving Loss of Life during the fifteen and a half years ended June 1876 - - 58

Table 24. Wrecks and Casualties (excluding Collisions) on and near the Coasts of the United Kingdom, involving Loss of Life, from the 1st day of July 1875 to the 30th day of June 1876 inclusive, Geographically arranged, showing in each case the Description of the Vessel and her Cargo, the Age of the Vessel, the Number of Lives Lost, the Date and Place of the Disaster, and the Direction and Force of the Wind at the time of the Disaster - - - - - - - - - - - 77

Table 25. Number of Lives lost in certain Districts of the Coasts of the United Kingdom, distinguishing those lost by Wrecks and Casualties on the Coasts from those lost at sea off the Coasts, and those lost through Collisions, during the last Nine and a Half Years - 86

Table 26. Number of Lives lost, in (1) Fishing Vessels and Boats, (2) other Sailing Vessels, and (3) Steam Vessels on the Coasts of the United Kingdom during the last Nine and a Half Years, distinguishing those lost through (1) Founderings, (2) Strandings, (3) Collisions, and (4) Casualties from other Causes (including Missing Vessels) - - - 86


## Part III.

*Abstract of the Returns made to the Board of Trade, in the year* 1875-6, *of the Wrecks, Casualties, and Collisions which occurred on and near the Coasts of the Channel Islands and the British Possessions abroad, to British and Foreign Vessels.*


Table 27. Wrecks, &c. on the Coasts of the British Possessions abroad - - - - 88

Table 28. Number of Vessels, distinguishing British from Foreign - - - - 92

Table 29. Number of Foreign Vessels, showing the Countries to which they belonged - - 92


## Part IV.

*Abstract of the Returns made to the Board of Trade, in the year* 1875-6, *of the Wrecks, Casualties, and Collisions which occurred to British Vessels elsewhere than on and near the Coasts of the United Kingdom, and the British Possessions abroad.*


Table 30. Wrecks, &c. on the Coasts of Europe - - - - - - 94

Table 31. Do. do. do. Asia - - - - - - - 96

Table 32. Do. do. do. Africa - - - - - - 97

Table 33. Do. do. do. North America - - - - - - 98

Table 34. Do. do. do. South America - - - - 99

Table 35. Do. do. on the Islands of Polynesia - - - - - - 100

Table 36. Do. do. at Sea - - - - - - 101

Table 37. Summary of foregoing Tables - - - - - - 103


*The three following Tables relate to the Casualties to British Vessels only included in Parts* III. *and* IV.


Table 38. Number of Vessels, showing Tonnage, and distinguishing between Total Losses and Serious and Minor Casualties 104

Table 39. Do. do. Age do. do. do. do. - 104

Table 40. Do. do. Rig do. do. do. do. - 105


*The three following Tables relate to the Casualties to all Vessels included in Parts* III. *and* IV.


Table 41. Number of Vessels, distinguishing between those belonging to the United Kingdom, British Possessions Abroad, and Foreign Countries - - - - - 105

Table 42. Wrecks and Casualties (excluding Collisions), showing the causes, and distinguishing between Total Losses and Serious and Minor Casualties - - - - 106

Table 43. Collisions, showing the causes and distinguishing between the Collisions that involved Total Loss of one or more Vessels from those that involved Serious and Minor Damage - 106

Appendix. Wrecks and Collisions of British Vessels abroad, and of Foreign Vessels on the Coasts of British Possessions Abroad, involving Total Loss of Vessel without Loss of Life, reported to the Board of Trade during the Year 1875-6; in four divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, and (4) Casualties from other Causes; showing in each case, when known, the Description of the Vessel and her Cargo, the Age of the Vessel, the Names of the Master and Owner, the Date and Place of Disaster, the Direction and Force of the Wind at the time of the Disaster, and whether in any case an Official Inquiry or Naval Court was instituted, with the result - - - - - - 108

## Part V.

*Lives lost abroad.*


Page

Table 44. Number of Lives lost in Wrecks, &c., of British Vessels abroad and of Foreign Vessels on the Coasts of the British Possessions abroad reported to the Board of Trade during the year 1875-6, distinguishing the Causes - - - - - - 144

Table 45. Wrecks, Casualties, and Collisions of British Vessels abroad, and of Foreign Vessels on the Coasts of the British Possessions abroad, involving Loss of Life, reported to the Board of Trade during the year 1875–6, in five divisions, viz.: (1) Founderings, (2) Strandings, (3) Collisions, (4) Casualties from other Causes, and (5) Missing Vessels; showing in each case, when known, the Description of the Vessel and her Cargo, the Age of the Vessel, the Names of the Master and Owner, the Number of Lives Lost, the Date and Place of the Disaster, the Direction and Force of the Wind at the Time of the Disaster, and whether in any case an Official Inquiry or Naval Court was instituted, with the result; with Summaries of the Casualties involving Loss of Life reported to the Board of Trade during the nine and a half years ended June 1876 - - - 145


## Part VI.

*Inquiries into Wrecks, &c.*


Table 46. Statement of Official Inquiries in the United Kingdom into the Causes of Wrecks, Casualties, and Collisions ordered by the Board of Trade, during the Year 1875–6 - 164

Table 47. Statement of the Courts of Inquiry held in British Possessions abroad into the Causes of Wrecks, Casualties, and Collisions of British Vessels, of which the Reports were received at the Board of Trade during the Year 1875–6 - - - - - 224

Table 48. Statement of Inquiries by Naval Courts into the Causes of Wrecks, Casualties, and Collisions of British Vessels, of which the Reports were received at the Board of Trade during the Year 1875–6 - - - - - - 249

Table 49. Statement of proceedings resulting in Sentences instituted under Acts relating to Merchant Shipping before Tribunals in the United Kingdom and the Colonies, and Naval Courts Abroad in respect of Breaches of Discipline committed by Masters, Officers, or Crews of British Merchant Vessels during the year 1875–6, with Summaries - - 259

Table 50. List of Officers of the Mercantile Marine whose certificates were cancelled or suspended by the Board of Trade from the 1st of July 1875 to the 30th of June 1876, in consequence of their having been convicted of offences - - - - - 274

Summaries of Tables 46 to 50 - - - - - - - 276

Appendix to Table 46. Reports of Official Inquiries in the United Kingdom into the causes of Wrecks, Casualties, and Collisions ordered by the Board of Trade during the Year 1875–6 - 281

Appendix to Table 47. Reports of Courts of Inquiry held in British Possessions abroad into the causes of Wrecks, Casualties, and Collisions of British Vessels which were received at the Board of Trade during the Year 1875–6 - - - - - - - 405

Appendix to Table 48. Reports of Inquiries by Naval Courts into the causes of Wrecks, Casualties, and Collisions of British Vessels, which were received at the Board of Trade during the Year 1875–6 - - - - - - - - - 441


## Part VII.

*Lives saved, Means adopted for saving Life, Sums expended on account thereof, and Rewards granted for saving Life.*


Table 51. Number of Lives saved from Shipwreck on the Coasts of the United Kingdom in each Month from July 1856 to June 1876, inclusive, showing the means by which they were saved - - - - - - - - 454

Table 52. List of Places on the Coasts of the United Kingdom (Geographically arranged, and stating the Distances by the usual means of Communication in Bad Weather) where there are Stations of the Rocket and Mortar Apparatus belonging to the Board of Trade, and in Charge of the Coast Guard; showing where a Brigade or Company has been formed to assist the Coast Guard in the Management of the Apparatus, with the Year of Formation and Strength on the 30th June 1876, with the Number of Lives saved by each Apparatus during the Year ended 30th June 1876; showing also the Stations to which Lines and Belts have been supplied, and where Lifeboats are stationed; and the Persons, Committees, &c. under whose management each Lifeboat is placed - 458

Table 53. List and particulars of the occasions during the Year ended 30th June 1876, on which the Life Saving Apparatus was instrumental in Saving Life - - - - 468

Table 54. List and particulars of the occasions during the Year ended 30th June 1876, on which the Life Saving Apparatus was taken out on Service, and Life was saved by the Rocket Party, but by means other than the Apparatus - - - - - - 470

Page

Table 55. List and particulars of the occasions during the Year ended 30th June 1876, on which the Life Saving Apparatus was taken out on Service, and no Life was saved by the Rocket Party - - - - - - - - - 472

Table 56. Sums paid out of the Mercantile Marine Fund towards Saving Life from Shipwreck, showing Payments to Crews of Life Boats, and Rewards and Gratuities to Fishermen and others, and Sums paid for the Maintenance of the Rocket and Mortar Apparatus - 476

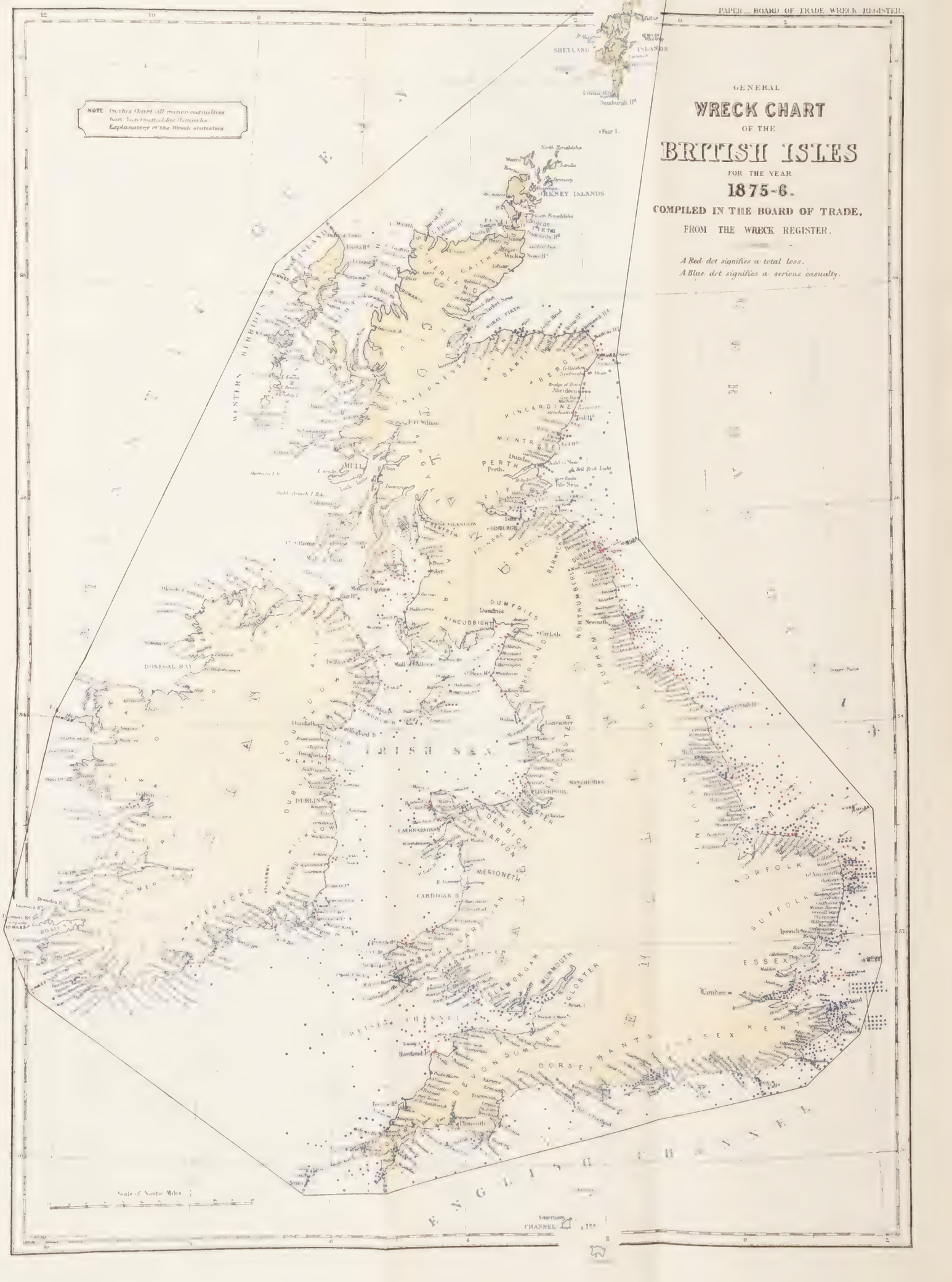
Table 57. Telegraphic Weather Intelligence.—List of Places where the "Storm" Signals are hoisted on receipt of a Telegram from the Meteorological Office. Also a List of Places supplied with Fishery Barometers - - - - - - - 477

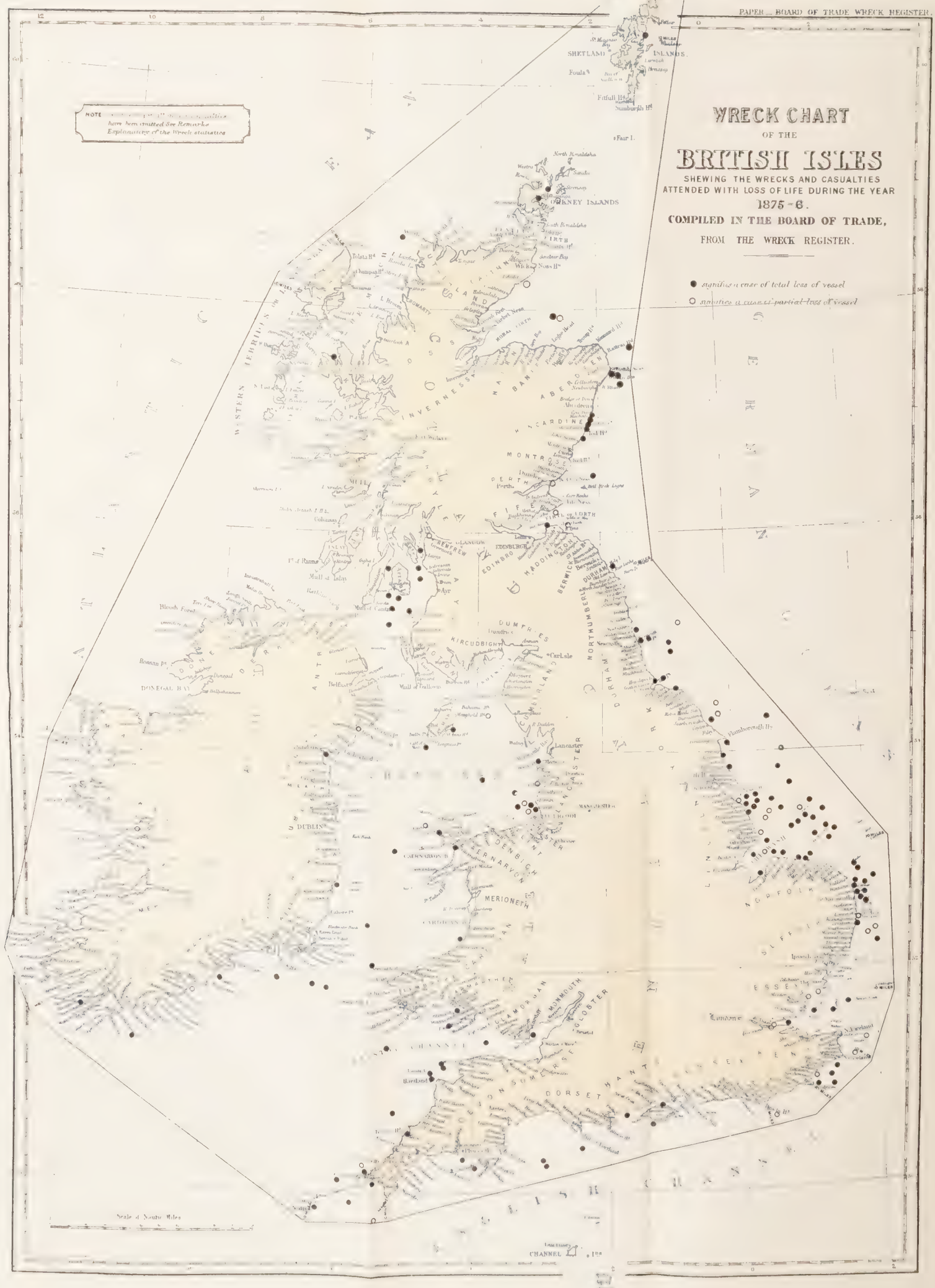
Table 58. List of Persons, subjects of Great Britain and its Dependencies, to whom Rewards have been granted by the British Government during the Year 1875–6 for gallant Services in saving Life from Shipwreck, &c., showing,—I. Services rendered at Sea by one Ship to another, or to the Crew of another: II. Services rendered by Fishing Smacks and Salvage Smacks: and III. Services rendered by Boats from the Shore, or by Lines from the Shore, or by swimming, or by putting off from Shore; Chronologically arranged according to the Dates of Service - - - - - - - - 478

Table 59. Natives of Foreign Countries to whom Rewards have been granted by the British Government during the Year 1875–6 for gallant Services in saving Life from Shipwreck, &c. - - - - - - - - - - - 482

Table 60. Natives of Great Britain and its Dependencies to whom Rewards have been granted by Foreign Governments and Natives of Great Britain, and Foreigners to whom Rewards have been granted by British Colonial Governments during the Year 1875–6 for gallant Services in saving Life from Shipwreck, &c. - - - - - - 487

Appendix to Part VII. - - - - - - - - - 491


NOTE On this Chart all minor casualties have been omitted. See Remarks & Explanatory of the Wreck statistics
GENERAL
WRECK CHART
OF THE
BRITISH ISLES
FOR THE YEAR
1875-6.
COMPILED IN THE BOARD OF TRADE,
FROM THE WRECK REGISTER.
A Red dot signifies a total loss.
A Blue dot signifies a serious casualty.
SHETLAND ISLANDS
ORKNEY ISLANDS
IRISH SEA
ENGLISH CHANNEL
Scale of Nautic Miles


NOTE
have been omitted See Remarks
Explanatory of the Wreck statistics
WRECK CHART
OF THE
BRITISH ISLES
SHEWING THE WRECKS AND CASUALTIES
ATTENDED WITH LOSS OF LIFE DURING THE YEAR
1875-6.
COMPILED IN THE BOARD OF TRADE,
FROM THE WRECK REGISTER.
● signifies a case of total loss of vessel
○ signifies a case of partial loss of vessel
SHETLAND ISLANDS.
ORKNEY ISLANDS
Scale of Nautic Miles
CHANNEL ISLANDS
DUBLIN
EDINBURGH
Carlisle
Lancaster
MANCHESTER
MERIONETH
London
DORSET
DONEGAL BAY

# CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

# ENGLAND & WALES

During the Year 1875-6.

COMPILED IN THE BOARD OF TRADE.

FROM THE

## WRECK REGISTER.

### SYMBOLS.

I Casualties by Stranding

Signifies a total loss
" a partial "

II Casualties by Collision

Signifies a Collision between two Steam Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Sailing Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Fishing Boats with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Sailing Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss

III Casualties otherwise than by Collision or Stranding

Signifies a total loss of a Steam Vessel
a partial loss of a Steam Vessel
a total loss of a Sailing Vessel
a partial loss of a Sailing Vessel
a total loss of a Fishing Boat
a partial loss of a Fishing Boat

Apparatus for Saving Life

Life Boat Station
Rocket or Mortar Apparatus Station
Volunteer Life Brigade or Company

NOTE. In this Chart all minor casualties have been omitted for Illustrative Explanatory of the Wreck statistics

English Miles 69.1 = One Degree

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

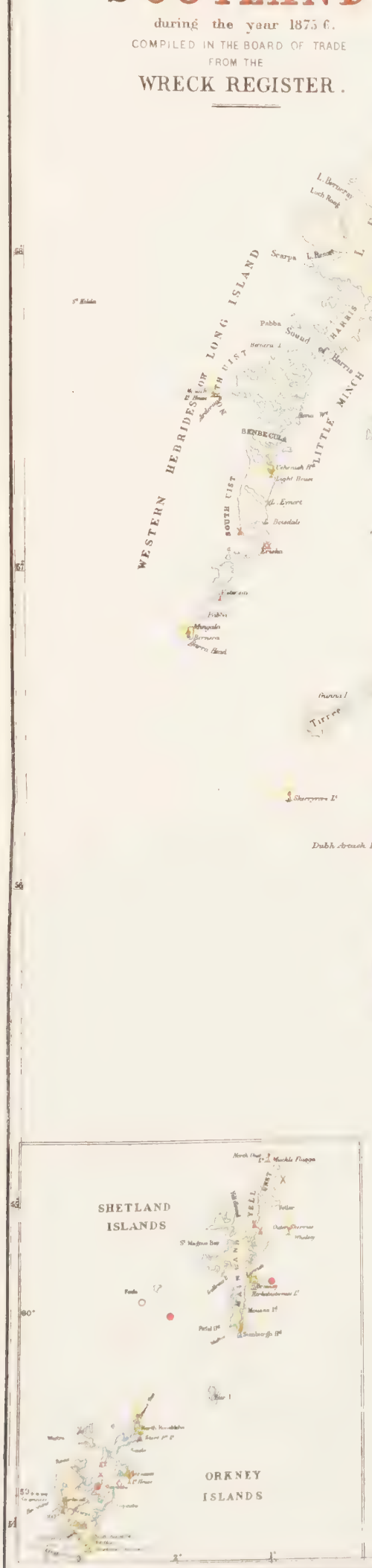
# SCOTLAND

during the year 1875 6.

COMPILED IN THE BOARD OF TRADE

FROM THE

## WRECK REGISTER.




NOTE In this Chart all minor casualties have been omitted. See remarks & Explanatory of the Wreck statistics

English Miles 69 = One Degree

## SYMBOLS.

I Casualties by Stranding

X Signifies a Total loss
X a partial loss

II Casualties by Collision

Signifies a Collision between two Steam Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Sailing Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Fishing Boats with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Sailing Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss

III Casualties otherwise than by Collision or Stranding

Signifies a total loss of a Steam Vessel
a partial loss of a Steam Vessel
a total loss of a Sailing Vessel
a partial loss of a Sailing Vessel
a total loss of a Fishing Boat
a partial loss of a Fishing Boat

Apparatus for Saving Life

Life Boat Station
Rocket or Mortar
Apparatus Stations
Volunteer Life Brigade or Company

Stanford & Co's Litho 55 Old Bailey E.C. & Charing Cross

# CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

# IRELAND

during the year 1875.6.

COMPILED IN THE BOARD OF TRADE.

FROM THE

## WRECK REGISTER.

## SYMBOLS.

I Casualties by Stranding

△ Signifies a total loss

II Casualties by Collision

Signifies a collision between two Steam Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss

between two Sailing Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss

between two Fishing Boats with total loss of both Vessels
with total loss of one Vessel
with partial loss

between a Steam Vessel and a Sailing Vessel with total loss of one Vessel
with partial loss

between a Steam Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss

between a Sailing Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss

III Casualties otherwise than by Collision or Stranding

† Signifies a total loss of a Steam Vessel
‡ a partial loss of a Steam Vessel
● a total loss of a Sailing Vessel
◐ a partial loss of a Sailing Vessel
◆ a total loss of a Fishing Boat
◇ a partial loss of a Fishing Boat

Apparatus for Saving Life

Life Boat Station
Rocket Marine
Apparatus Station
Volunteer Life Brigade or Company

NOTE On this Chart all minor casualties have been omitted See Summaries Explanatory of the Wrecks statistics

English Miles 69 to One Degree

# CHART OF EUROPE

SHEWING THE WRECKS AND CASUALTIES TO

BRITISH VESSELS

ELSEWHERE THAN ON THE COASTS OF

THE UNITED KINGDOM

*AND TO FOREIGN VESSELS*

On the Coasts of British Possessions in Europe

REPORTED TO THE BOARD OF TRADE

IN THE YEAR 1875-6

COMPILED IN THE BOARD OF TRADE FROM THE

*WRECK REGISTER*

## SYMBOLS

A red dot signifies a case of total loss.

A blue dot signifies a case of partial damage.

A red cross signifies a missing vessel.

Note. Wrecks and casualties which are included in the Home Wreck Register are not shown in this Chart.

Note. With this chart all minor casualties have been omitted. See remarks explanatory at the Wreck Chart.

IRELAND

NORTH SEA

BALTIC SEA

GERMANY

FRANCE

AUSTRIA

BAY OF BISCAY

MEDITERRANEAN SEA

BLACK SEA

ASIA MINOR

CRIMEA

SEA OF AZOF

STOCKHOLM

ST PETERSBURGH

CONSTANTINOPLE

Boulogne

Bruxelles

Algiers

Tunis

Madeira

CYPRUS

Jerusalem

Alexandria

Trebizond

Sebastopol

Odessa

Kherson

Perekop

Taganrog

Theodosia

Kertch

Palermo

Malaga

Cadiz

Gibraltar

Alicante

Cartagena

Bona

Smyrna

Beyrout

Alexandretta

Latitude 60 50 40 30

Longitude 20 10 0 10 20 30 40




Dangerfield Lith. 27 Bedford St. Covent Garden




Longstaffe Lith. 7a Bedford St. Covent Gar. W.C.

# WRECKS, CASUALTIES, AND COLLISIONS AT HOME AND ABROAD.

## Remarks Explanatory of the Wreck Statistics for the Year 1875–6.

### GENERAL.

#### Period covered by this Report.

The tables of the Wreck Statistics contained in the following pages are made up from the 1st July to the 30th June, instead of from the 1st January to the 31st December as was the custom in years previous to 1873. This change enables the Board of Trade to present the Abstracts of Wrecks, Casualties, and Collisions earlier in the Session, and brings together in one publication all wrecks, collisions, and casualties that happen at home during one winter.

In order to make this change it was at first necessary to publish a return for six months only, and this was done for the first six months of the year 1873; it is, therefore, the reports of Wrecks and Casualties that occurred during the latter half of the year 1875 and the first half of 1876 that form the subject of the present publication.

In consequence also of this change, most of those tables, especially in Part I., in which, for the sake of comparison, the figures for the last ten years are annually repeated, have been re-cast and re-modelled according to the new system; but in a few instances, it has not been found practicable to do so, and they therefore appear in their old form.

It should be distinctly understood that the wrecks and casualties treated of in this Return do not mean total losses only, but include accidents and damage of all kinds to ships at sea, of which but a small proportion are attended with loss of life. Of the 3,757 wrecks, collisions, and casualties on the coasts of the United Kingdom, 171 were attended with loss of life; and of the 3,317 wrecks, collisions, and casualties abroad, 223 were attended with loss of life, making a total of 394 wrecks, &c. which were fatal to human life, or 5·57 per cent. of the entire number of wrecks, casualties, and collisions.

#### As regards the increased Bulk of the Present Return.

*Reports of Courts of Inquiry.*—The appendices to Tables 46, 47, and 48, which appeared for the first time in the return for 1874–5 are continued in the present return; those tables had in former volumes contained a somewhat full précis of reports of Official Inquiries and Naval Courts, held to investigate the causes of wrecks, casualties, and collisions at home and abroad; but in the present, as in the preceding volume, the reports themselves are given in extenso, and occupy pages 281 to 452 inclusive.

*Breaches of Discipline and other Offences.*—As in the Return for 1874–75, Table 49 is a statement of the sentences reported during the year as having been pronounced under Acts relating to merchant shipping, on masters, officers, or crews of British merchant vessels, in respect of breaches of discipline. In Table 50 of this return will be found for the first time a list of officers of the Mercantile Marine whose certificates were cancelled or suspended during the year in consequence of their having been convicted of offences.

Appended to Table 50 are exhaustive summaries of all the Tables relating to inquiries, breaches of discipline, &c.

*List of Ships totally Lost.*—Another cause of the increase in the bulk is, that this volume contains the name and full particulars of every British ship reported as totally lost, without involving loss of life, and also the name and full particulars of such Foreign ships as were totally lost, without involving loss of life, within or near the limits of British territorial jurisdiction.

*List of Wrecks, &c. involving Loss of Life.*—Particulars of the wrecks, casualties, and collisions which were attended by any loss of life, are, as usual, contained in Parts II. and

V. of the Return; see pages 57 to 86 for shipping disasters involving loss of life on and near the United Kingdom, and pages 143 to 162 for disasters involving loss of life abroad.

*Causes of Wrecks Abroad.*—In returns for years previous to 1874–5, see Tables 13 and 14, the causes were given of all wrecks, casualties, and collisions included in the Home division of the Register. In the present, as in the preceding volume, see Tables 42 and 43, this has also been attempted in respect of wrecks abroad. The figures in Tables 42 and 43 must however be received with caution, and as but approximately correct, owing to the fact that returns from abroad are in many cases not exact enough nor full enough to enable the Department to arrive at an entirely trustworthy decision.

*Services of Life-saving Apparatus.*—A further addition will be found in Tables 53, 54 and 55, in which tables are given particulars of each occasion on which the Life-Saving Apparatus was taken out on service, with the result.

*Classification of Ships.*—As regards British ships and such Foreign ships as met with casualties within British territorial jurisdiction, steps have also been taken to ascertain, in every case where an official inquiry was held; in every case of casualty attended with loss of life; and in every case of total loss; whether the ship was classed in Lloyd's Register, in the Liverpool Book, or in the Bureau Veritas.

*Cause of Increase in Numbers of Casualties recorded.*—The increased numbers of wrecks, casualties, and collisions near the coasts of the United Kingdom for the year 1875–6, is owing to a class of casualties being included in the Wreck Register which formerly was not considered of sufficient importance to be included. All minor accidents were in years previous to 1874–5 included with all serious accidents (not total losses) under the head of "partial losses," but as it was found that to continue to include in the same class and without explanation such casualties as damage amounting to almost total loss of a ship, and the loss of a sail or spar, was to give information in a manner that might be misunderstood, the class of casualties not resulting in total loss of ship has, therefore, in the last two returns been subdivided into two, viz., "Serious" and "Minor" casualties attended with "partial damage." In order to make the latter class more perfect, it has been decided to include in the present Tables many of those lesser casualties which had, under the old division, been considered below the standard of importance for the Wreck Register. There are upwards of 400 of these casualties, besides about 450 cases of loss of anchors and chains, included in the present Return, making in all about 850 casualties of a character which until 1874–5 had never been recorded.

The minor casualties have not been marked on any of the Wreck Charts.

*Increase of Reports.*—It should also be borne in mind that in consequence of the care now taken, casualties have constantly been more and more accurately and certainly reported to the Board of Trade, so that in the returns of later years are included many casualties which would, under the arrangements of former years, no doubt have been unreported.

This last reason will chiefly account for the comparatively small increase in the number of wrecks, casualties, and collisions elsewhere than on or near the coasts of the United Kingdom; for although in the Register of wrecks abroad, as in the Register of wrecks at home, a minor class has been made, it is not so easy or important to obtain from distant parts of the world reports of minor casualties. It is however almost certain that the Department now obtains information of every casualty of importance to a British ship in any part of the world as soon as possible after its occurrence.

The increase in the entire number of wrecks, casualties, and collisions is more than accounted for by an increase of 250 in the number of reports received respecting loss of anchors and chains.

## Application of the Terms "At Home" and "Abroad," as used in this Report.

*Wrecks at Home.*—In making comparisons of the several tables it must be borne in mind that, as stated *in the Wreck Abstract for* 1870, the Wreck Register of the United Kingdom for each year contains particulars of the whole of the casualties which have been reported to the Board of Trade as having *occurred* on and near the coasts of the United Kingdom in the year to which it relates.

"*At Home*" embraces the cases which happen in waters within 10 miles from the shores of the United Kingdom; in waters within any bays or estuaries; in waters around any outlying sandbanks which are dry at low water; in the seas between Great Britain and

Ireland; and between the Orkney and Shetland and Western Islands and the mainland of Scotland.

For the better understanding of the limits adopted in this classification the officers round the coasts of the United Kingdom whose duty it is to report wrecks, &c. are furnished with copies of the wreck chart of the United Kingdom, upon which the limits are indicated by a black line drawn from headland to headland as shown in the chart of the United Kingdom appended hereto.

These officers have of course been distinctly instructed that these limits are to be understood as relating solely to the arrangement of the Wreck Register for statistical purposes, and as in no way indicating or affecting the limits of British jurisdiction.

*Wrecks Abroad.*—The Foreign Wreck Register, on the other hand, contains the wrecks *reported* in the year, some of which have, of course, occurred previously. As the reports of wrecks which happen at great distances from the United Kingdom are not received in the Board of Trade until long after their occurrence, any attempt to include the whole of them in the register for the period in which they occur would have the effect of deferring the publication of the Abstract to a late period of the following year, but as before observed, there is little doubt that a report is received for every serious casualty abroad within a reasonable time after its occurrence.

"*Abroad*" embraces the cases which happen anywhere beyond the limits of the Home Register.

## Divisions of the Wreck Register.

It will be observed that the Abstract is divided into seven parts, viz. :—

(I.) Wrecks, casualties, and collisions of British and Foreign vessels which occurred on and near the coasts of the United Kingdom. (II.) Particulars of lives lost on and near these coasts. (III.) Wrecks, &c. of British and Foreign vessels which occurred on and near the coasts of the Channel Islands and the British Possessions abroad. (IV.) Wrecks, &c. of British vessels which occurred elsewhere than on or near the coasts of the United Kingdom and of British Possessions abroad. (V.) Particulars of lives lost abroad. (VI.) Statement of official inquiries into the causes of wrecks, &c. held at home and abroad; statement of sentences on persons in the Mercantile Marine in respect of breaches of discipline; list of masters and officers whose certificates were cancelled or suspended in consequence of their having been convicted of offences; and (VII.) Particulars of lives saved and of means adopted for saving them.

## Classification of Wrecks and Casualties.

With a view to the careful and accurate recording of wreck statistics, the Board of Trade have adopted the following classification of wrecks and casualties for the purposes of the Wreck Register :—

(*a.*) *Collisions* :—(1) At Home ;—(2) Abroad ;—Embracing
Collisions of all kinds between ships.

(*b.*) *Founderings* :—(3) After leaving a port in United Kingdom ;—(4) After leaving a Colonial port ;—(5) After leaving a Foreign port ;—Embracing
Founderings (other than those which result from collision, stranding, or striking on any sunken wreck or anchor), even though the vessel be subsequently raised again ;
Vessels which sink after capsizing;
Vessels abandoned by their crews on the point of foundering, if not subsequently heard of.

(*c.*) *Strandings* :—(6) At Home ;—(7) Abroad ;—Embracing
Strandings, whether through stress of weather, or accident, or to avoid collision or foundering ;
Striking against piers, quays, cliffs, &c. ;
Abandoned vessels driven on shore ;

(*d.*) *Miscellaneous* :—(8) At Home ;—(9) Abroad ;—Embracing
Fire, irrespective of result ;
Scuttling and intentional damage to vessels ;
Collisions with icebergs ;
Striking on sunken wreck, anchors, or buoys ;
Leakage (except when the vessel founders, or is run ashore for safety) ;
Loss of masts, sails, boats, bulwarks, &c. ;
Loss of anchors and chains ;
Vessels which have capsized, but have not sunk ;
Damage to machinery ;

Fouling of anchors;
Shifting of cargo;
Derelict vessels brought into port.

(*e.*) *Missing Vessels.*

## GENERAL STATEMENT OF WRECKS AND LOSS OF LIFE FOR THE YEAR.

The following table will show the number of vessels reported as wrecked, or as having met with casualties, or been in collision at home and abroad, or missing, for the year 1875–6, divided into the three classes referred to.

| | Number of Vessels reported as missing, foundered, wrecked, or damaged. | | | | No. of Lives lost. |
|---|---|---|---|---|---|
| | Total Losses. | Serious Casualties. | Minor Casualties. | Total No. of Vessels. | |
| British and Foreign ships wrecked, &c. at home - - - | 502 | 1,147 | 2,905 | 4,554 | 778 |
| British and Foreign ships wrecked, &c. in British Possessions abroad | 311 | 231 | 229 | 771 | 316 |
| British ships wrecked, &c. in Foreign Countries, and at Sea - | 335 | 966 | 1,372 | 2,673 | 1,392 |
| Total - | 1,148 | 2,344 | 4,506 | 7,998 | 2,486 |

The number of lives lost from British ships only is as follows, viz.:—

| Causes of Loss. | In Ships classed in Lloyd's, Liverpool, or Veritas. | | In Ships not classed in Lloyd's, Liverpool, or Veritas. | | Total. | |
|---|---|---|---|---|---|---|
| | Ships. | Lives lost. | Ships. | Lives lost. | Ships. | Lives lost. |
| Founderings - - - - | 11 | 103 | 33 | 142 | 44 | 245 |
| Strandings - - - | 32 | 227 | 58 | 357 | 90 | 584 |
| Collisions - - - | 7 | 74 | 23 | 56 | 30 | 130 |
| Missing - - - - | 36 | 631 | 65 | 470 | 101 | 1,101 |
| Other causes - - - (*e.g.*, fire, explosion, striking wreck or ice, abandonment of timber ships, falling overboard through casualty, &c., &c.) | 46 | 91 | 52 | 132 | 98 | 223 |
| Total - - | 132 | 1,126 | 231 | 1,157 | 363 | 2,283 |

The returns which follow include both the Home and Foreign Wreck Registers, but for the sake of facility of comparison they are still kept distinct, and, as before, begin with particulars of—

### WRECKS AT HOME.

#### Wrecks at Home, Part I.

Parts I. and II. of the return include both British and Foreign vessels; they do not, however, include the numerous wrecks and casualties of British vessels which occur elsewhere than on the coasts of this country and in the seas adjoining (*i.e.*, outside the black line on the accompanying chart of the United Kingdom), but statistics of these are given in Parts III., IV., and V.

*The Number of Wrecks and Casualties at Home.*—The number of wrecks, casualties, and collisions from all causes on and near the coasts of the United Kingdom and in the surrounding seas reported during the year 1875–6 is 3,757, being 167 in excess of the number reported during the year 1874–5. This increase is more than accounted for by an increase of 250 in the number of cases of loss of anchors and chains included in the return. Of these 3,757 wrecks, casualties, and collisions, 502 involved total loss against 472 and 408 respectively for the two previous years. Deducting 502 from 3,757, the remainder is made up of 1,076 serious casualties and 2,179 minor accidents.

The following* table shows the annual average number of wrecks on the coasts of the United Kingdom reported since 1856, divided into four periods of five years.

| Year. | No. of Wrecks and Casualties. | Annual Average for Five Years. | Year. | No. of Wrecks and Casualties. | Annual Average for Five Years. | Year. | No. of Wrecks and Casualties. | Annual Average for Five Years. | Year. | No. of Wrecks and Casualties. | Annual Average for Five Years. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1856 | 1,153 | | 1861 | 1,494 | | 1866 | 1,860 | | 1871 | 1,575 | |
| 1857 | 1,143 | | 1862 | 1,488 | | 1867 | 2,090 | | 1872 | 1,958 | |
| 1858 | 1,170 | 1,252$\frac{1}{5}$ | 1863 | 1,664 | 1,538$\frac{2}{5}$ | 1868 | 1,747 | 1,862$\frac{3}{5}$ | 1873–4 | 1,803 | 2,536$\frac{3}{5}$ |
| 1859 | 1,416 | | 1864 | 1,390 | | 1869 | 2,114 | | 1874–5 | 3,590 | |
| 1860 | 1,379 | | 1865 | 1,656 | | 1870 | 1,502 | | 1875–6 | 3,757† | |
| | 6,261 | | | 7,692 | | | 9,313 | | | 12,683 | |

* In order to obtain an annual average, the half year from January to June 1873 has been omitted from this table.

† Before making comparisons, about 700 should be subtracted from the number of casualties for the year 1874–5, and 850 from the year 1875–6. *See* page viii.

*Loss of Life at Home.*—Of the total number of casualties included in Parts I. and II. a small proportion only are attended with loss of life. The following table shows the number of casualties on and near the coasts of the United Kingdom which were attended with loss of life, and the number of lives lost, in each year since 1861, distinguishing British from Foreign vessels:—

| —— | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873, Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| British vessels - | 170 | 130 | 129 | 96 | 147 | 172 | 245 | 177 | 183 | 101 | 116 | 100 | 90 | 105 | 139 | 143 |
| Lives lost - | 705 | 617 | 533 | 475 | 597 | 792 | 1,106 | 720 | 800 | 676 | 530 | 487 | 708 | 403 | 540 | 580 |
| Foreign vessels - | 30 | 16 | 22 | 12 | 17 | 27 | 34 | 19 | 28 | 23 | 19 | 25 | 8 | 25 | 16 | 28 |
| Lives lost - | 179 | 73 | 87 | 41 | 101 | 104 | 227 | 104 | 133 | 98 | 96 | 103 | 20 | 103 | 386 | 198 |
| Total vessels - | 200 | 146 | 151 | 108 | 164 | 199 | 279 | 196 | 211 | 124 | 135 | 125 | 98 | 130 | 155 | 171 |
| Lives lost - | 884 | 690 | 620 | 516 | 698 | 896 | 1,333 | 824 | 933 | 774 | 626 | 590 | 728 | 506 | 926 | 778 |

Of the casualties at Home in 1875–6, about one out of twenty-two resulted in loss of life. Amongst the returns is given an abstract showing for each year since 1861 the casualties attended with loss of life. (See end of Table 23.)

*Destructive Gales and consequent Loss of Life since 1859.*—The particular number of wrecks, casualties, and collisions reported for any one year is increased or diminished according to the prevalence or absence of gales of remarkable violence and duration.

*1859.*—In October 1859 there was the "Royal Charter" gale, and a loss of 343 ships.

*1861.*—In January, February, and November 1861 there were north-east and south-easterly gales, which added 460 to the number of wrecks, &c.

*1862.*—In January, October, and December 1862 there were westerly gales, with upwards of 540 wrecks, &c.

*1863.*—In January, March, September, October, November, and December 1863 there were westerly gales with 930 wrecks, &c.

*1864.*—In November 1864 there were 264 wrecks, &c., with the wind chiefly in the south-south-east and south-west, but owing to the absence of any special gales of remarkable duration and violence in 1864, the total number in that year was 274 below the number in 1863.

*1865.*—In 1865 the gales of January, February, and March, October, November, and December, gave 766 wrecks, &c.

*1866.*—In 1866 the gales of January, February, and March, October, November, and December, gave 793. Of this number 279 occurred in January. The most serious disasters occurred on the 11th of January. Of the shipping in Tor Bay on that day 61

vessels were either totally lost or seriously damaged, and 35 lives were lost from these 61 vessels. There were also numerous minor casualties.

*1867.*—In 1867 the heavy gales experienced in the months of January, March, April, October, November, and December added 980 wrecks and casualties to the list, and the whole of the wrecks, &c. reported in those months exceeded by about 400 the number reported during the same months of the previous year. 902, or about three-sevenths, of the wrecks, &c. of 1867 occurred in January and December, and 251 occurred in March. With the exception of the month of December 1863, when 466 wrecks and casualties took place, the numbers for each of the three months stated above are higher than for the corresponding months of any previous year. The most serious gale of the year 1867 was that which commenced on the 1st December, and continued until the 3d; during the continuance of this gale 319 lives were lost, and 326 vessels lost or damaged. Of this number 146 vessels are reported to have been lost or damaged on the 2d December. From the direction of the wind, which blew principally from the N. and N.N.E., this gale proved most disastrous to vessels on the east coast, and to fishing smacks on the Dogger Bank and other fishing grounds in the North Sea.

*1868.*—In the year 1868 one of the most serious gales occurred on the 22d and 23d of August, a month in which our coasts are seldom visited by heavy gales, and the number of wrecks and casualties reported during that month was more than double the number recorded during the same month in any previous year.

*1869.*—In the year 1869 a gale from N.N.E. and N.E., which caused great destruction to shipping, occurred on the 15th and 16th of June. The most serious gale of the year 1869 occurred on the 19th of October, when the direction of the wind was from N. to N.E.

*1870.*—Few gales of remarkable force and duration occurred during the year 1870, and to this may perhaps be attributed the reduction in the number of wrecks and casualties. The most serious gale of the year commenced on the 12th of October, and during that and the following day 99 wrecks and casualties are reported to have occurred. The direction of the wind during the two days was from S.E. westerly to N.W.

The principal gales which were felt in 1870, were as follows:—January 8th, from S.W. and W., on all the coasts of England. February 6th–8th, from S.E. and S., in Scotland and the north and east of England. February 13th and 14th, from E. in the channel and on the east coast of England. March 4th, from N.E. in the east of England. During April no serious gale occurred. May 11th and 12th, a heavy S.W. gale was felt on all coasts except in the channel. During June and July no serious gale occurred. August 28th, a northerly gale was felt on the east coast. September 9th, a very heavy southerly gale was felt in the west of Scotland, the north of Ireland, and the Irish Sea. October 8th, there was a S.E. gale. October 12th–25th, a succession of very destructive gales was felt on almost all coasts, the directions drawing from S.E. through W. to N.W. No heavy gale occurred in November. December 20th, a S.E. gale was felt on the east coasts of Scotland and England. The two latter months are this year remarkable for the almost entire absence of serious gales. During these two months only sixteen wrecks and casualties are reported to have occurred on or near the coasts of the United Kingdom, with the wind at force 9 and upwards.

*1871.*—The gales which caused the greatest destruction to shipping on our coasts during the year 1871 were chiefly from the following directions:—January 13th–16th, from S.E. to S.W., most severe in the south of Ireland. February 10th–11th, from E. to S. in the north, and from S. to N.N.W. on the south and west coasts. The most destructive gale of the year occurred on the 10th February. The gales in March were on the 7th, 9th, and 12th, their direction was generally between S. and W. During the months of April, May, June, and July, the wind is seldom reported as having reached the force of a gale. August 24th, from S.W. to W. on all but our S.E. coasts. September 27th–28th, from the S. in the channel, and S.E. to N.E. in the Irish Sea and N.E. of England. September 30th, from N. on the E. coast of England. October 28th–29th, from S.E. to S. on our S.W. coasts. November 20th, from S. on our W. and N. coasts. November 30th–December 1st, from N.E. on the E. and S.E. coasts of England. December 18th, from S. to S.W. on the W., N., and N.E. coasts. December 20th, S.W. to N.W. on our S.W. coasts and the English Channel.

*1872.*—The following are the gales which are reported to have caused the greatest destruction to shipping near the coasts of the United Kingdom during 1872:—January 1st–4th, from S.E. to S.W. in the north, and S. to W.S.W. elsewhere. 17th and 18th,

strong S. to W. gale, felt more or less on all coasts, but chiefly in the west. From 22nd to 24th, S.W. gale on the southern coast. In February there was no gale very destructive to shipping, nor in March until the 27th and 28th, when there were strong southerly gales on the south and south-west coasts. On April 21st, N.E. gale on both W. and E. coasts. During the summer months few casualties are reported as having been caused by stress of weather. On September 27th and 28th it blew a S.W. gale in the west and south. October 10th and 11th, gale from the S.W. to W. in the west and south, subsequently veering to N.W. in the W. and blowing heavily. November 6th and 7th, S.W. gales in the channel, and on the 10th heavy northerly gale, commencing in the west and extending to all but S. coast. 21st to 23rd very heavy gale from S. and S.W., felt on all coasts. On the 8th and 9th of December there were unusually strong gales on all but the most northern coasts, E. to S.E., then N.W. in the north-west. S.W. to W. elsewhere,—this gale and the one on the 21st–23rd November were the two most destructive to shipping of the year.

*1873.*—The gales which did most damage to shipping on our coasts during the first six months of 1873 were as follows :—January 1st to 3rd, from S. to S.W., felt on all our coasts. January 18th, a sudden gale from S. in the N. and E., westerly in the W. January 25th, from S., felt on S. and W. coasts. February 1st to 3rd, from E. to S.E., felt principally on the W. and S.W. coasts of England. This was the most serious gale of the half year, and 99 wrecks and casualties are reported to have occurred during its continuance. A gale from E., experienced on the S. and S.W. coasts, occurred on the 15th of March, but was attended with much less serious consequences to shipping.

*1873–4.*—In the year 1873–4 the gales on our coasts during which the greatest numbers of casualties to shipping were reported to have taken place occurred on the under-mentioned dates, and with the wind from the following directions :—August 27th and 28th, from N.W. to W. ; felt on W. and S. coasts. October 20th to 23rd, beginning on the W. and N. coasts, and attaining its greatest force in the N. On the 21st and 22nd, the wind was from W., and was felt on almost all coasts. November 1st, from S.W. to N.W., felt on W. and N. coasts. November 9th and 10th, from E., felt on W., S., and E. coasts; very strong winds blew in the Bristol Channel. November 22nd, from W., greatest violence felt in the N. and N.E. December 16th, from W., felt on N., N.W., and N.E. coasts. December 29th and 30th, from S., beginning on S.W., and extending to the N. coasts. January 18th, from W., greatest severity felt over Scotland. February 10th and 11th, from S.E., felt on W. and S. coasts. February 25th and 26th, from S. to S.S.E., felt on nearly all coasts, and was especially severe over Scotland. More casualties were reported to have occurred during this gale than during any other gale of the year. On March 19th, a gale, generally from W., but from N.W. in the N., was experienced on all coasts. April 1st to 3rd, from S.W., felt on all coasts; and April 12th and 13th, from S. to S.W., felt on W. coast, subsequently veering to N., from which quarter it was most severe.

*1874–5.*—In the year 1874–5 the following gales experienced on the coasts of the United Kingdom are noticeable as having been attended with numerous casualties to shipping; August 14th, several casualties on the N.E. coast of Scotland and E. coast of Ireland were reported, with the wind at the force of a gale, direction from N.E. to N.N.E.; September 21st and 22nd, wind from S.; felt on our W. coasts. October 2nd, from W. on W. coasts, and from S. or S.E. in the N.; subsequently veered to N.W. and blew with greater force from that quarter in Scotland. October 6th, from S.W.; felt on W. and S. coasts. October 21st, very heavy from W. to N.W.; felt on all coasts, but most severely in the N.; 148 casualties were reported to have occurred on this date, with the wind above force 8. November 29th, from W. on the S. and W. coasts, from S.E. on the E., and from E. over Scotland. December 8th and 9th, from S. and subsequently from N.; felt on nearly all coasts, but most severely in the English Channel. 166 casualties were reported to have occurred during the continuance of this gale, which was the most destructive gale of the year to shipping on our home coasts. December 11th, from W. on W. and S.W. coasts, and from S.E. in the N. This gale was very severe on our S.W. coasts, but blew with less violence on the S.E. coasts. December 15th and 16th, from S. on some coasts, but in most places from N.; felt on W., S., and S.E. coasts. January 1st, from S. to S.E.; felt on all coasts. January 19th and 20th, from S.W. to W. over Ireland and England and the S. of Scotland during the night of the 19th, and was again felt from W. in the English Channel on the night of the 20th, January 23rd, and 24th, from W. or S.W. on all our S. coasts on the night of the 23rd; felt next morning on W. and S. coasts, and subsequently veered to N.W.

February 24th to 27th, from E. to N.E.; felt on N.E. and N.W. coasts. March 9th, from W. in the N. and W. of England, from N.W. on N.W. coasts, and from N. in the E. of Scotland. This gale blew with greater severity during the latter part of the day on our N.W. and N.E. coasts. June 14th and 15th, from S.; felt on W. coasts on the night of the 14th, veered westward next morning and extended to our S.W. and S. coasts.

*1875–6.*—In the year 1875–6 the gales which were most destructive to shipping on our coasts occurred on the following dates: September 26th and 27th, the direction of the wind being from W. and S.W. over England and Ireland, and from N.W. in Scotland. This gale was felt on all our coasts. October 10th from S.W. generally, but subsequently veering to N.W. on our S.W. coasts. October 14th, from E.; felt on our E. coast. October 18th to 22nd, from E.S.E.; felt on the E. coasts of England and Scotland, and parts of our N.W. coasts on the night of the 18th or morning of the 19th; ceased in the N.W. during the 19th, but continued on the E. coast of England until the night of the 20th, and on the E. coast of Scotland until the morning of the 23rd. November 6th and 7th, from W. on the 6th; felt on the S. coasts of England and Ireland. On the morning of the 7th, a gale from N. to N.W. was felt on the N.E. coast of Scotland. November 9th to 11th, from S.W., and subsequently from N.W. on the S. coast of England; on the 10th, a more moderate gale from N.E. was experienced on the E. coast of England. November 14th, from N.E. or E. on our N. coasts, and from S.W. or W. on more southern coasts. November 19th to 21st, from W.; felt on all coasts, and subsequently veered to N., and was generally felt from that quarter. This gale was the most serious of the year to shipping, and 169 casualties were reported as having occurred during its continuance. In the months of December, January, and February, few casualties were reported with the wind at the force of a gale. On March 12th, a severe gale from S.W. to W. was felt in the Channel and off the S. coast of Ireland; the wind subsequently veered to the N., and blew with great violence from that quarter at the mouth of the Thames; at Yarmouth a gale from E. was at first experienced; 132 casualties were reported as having occurred on that day. March 14th and 15th, from W. and N.W.; felt on all our coasts. March 17th and 18th, from N.; felt on our S. coasts. April 13th and 14th, from N.; felt on our S. coasts and on the E. coast of England.

*Statement of Weather.*—It has been sometimes found that the direction and force of the wind as given by the masters in their reports and depositions differ more or less from the particulars of weather reported to the Meteorological Office. Steps have, however, been taken for strict inquiry at the moment and whilst the facts are in mind, of all variations between the particulars of weather as given in the wreck reports, and as given in the reports made to the Meteorological Office.

*Increase in the Casualties reported, and Number at Home.*—The number of ships lost or damaged in the 3,757 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom during the year 1875–6 was 4,554, representing a tonnage of upwards of 1,028,000 tons. The number of ships in 1875–6 is more than the number in 1874–5 by 295. The number of ships reported is, as has been formerly stated, in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. Of the 4,554 ships, 3,602 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, 152* (with a tonnage of 17,388 tons) are known to have been British vessels not registered under the Merchant Shipping Act, and 720 are known to have been ships belonging to Foreign countries and States. Of the remaining 80 ships the country and employment are unknown. Of the British ships 2,678 were employed in the British coasting trade, and 1,076 were employed in the (over sea) Foreign and Home trade. Of the ships belonging to Foreign countries and States, 25 employed in the British coasting trade met with casualties.

*Division of Disasters into Wrecks, Casualties, and Collisions, and Number of each.*—Of the total number of wrecks, &c. (3,757) reported as having occurred on and near the coasts of the United Kingdom during the year 1875–6, 775 were collisions, and 2,982 were wrecks and casualties other than collisions. Of these 2,982 wrecks, strandings, and casualties other than collisions, 425 were wrecks, &c. resulting in total loss, 851 were casualties resulting in serious damage, and 1,706 were minor acci-

* Five of H.M. ships, with a tonnage of 11,401 tons, that met with casualties, are included in this number.

dents. The whole number of wrecks and casualties other than collisions on and near our coasts reported during the year 1874–5 was 2,931, or 51 less than the number of wrecks, strandings, and casualties, other than collisions, reported during the year 1875–6.

*Annual average Number of Wrecks and Casualties at Home.*—The annual average in the United Kingdom for the $20\frac{1}{2}$ years ended June 1876 is—for wrecks other than collisions resulting in total losses $459\frac{32}{41}$; and—for casualties resulting in partial damage $946\frac{22}{41}$. As against this the numbers for the year 1875–6 are for total losses 425, and for partial damage 2,557.

This will be seen from the following statement:—

Wrecks, &c., other than Collisions in the United Kingdom.

| Year. | Total Loss. | Partial Damage. | Total. | Year. | Total Loss. | Partial Damage. | Total. |
|---|---|---|---|---|---|---|---|
| 1856 | 368 | 469 | 837 | 1868 | 527 | 841 | 1,368 |
| 1857 | 384 | 482 | 866 | 1869 | 606 | 1,047 | 1,653 |
| 1858 | 354 | 515 | 869 | 1870 | 411 | 730 | 1,141 |
| 1859 | 527 | 540 | 1,067 | 1871 | 398 | 826 | 1,224 |
| 1860 | 476 | 605 | 1,081 | 1872 | 439 | 1,110 | 1,549 |
| 1861 | 513 | 658 | 1,171 | 1873 Jan. to June | 212 | 522 | 734 |
| 1862 | 455 | 695 | 1,150 | 1873–4 | 346 | 1,076 | 1,422 |
| 1863 | 503 | 830 | 1,333 | 1874–5 | 411 | *2,520 | 2,931 |
| 1864 | 386 | 653 | 1,039 | 1875–6 | 425 | *2,557 | 2,982 |
| 1865 | 470 | 832 | 1,302 | Total - | 9,429 | 19,404 | 28,833 |
| 1866 | 562 | 876 | 1,438 | | | | |
| 1867 | 656 | 1,020 | 1,676 | | | | |

Annual average of $20\frac{1}{2}$ years, $459\frac{32}{41}$ total wrecks, and $946\frac{22}{41}$ casualties resulting in partial damage.

* These numbers include respectively 1,539 and 1,706 minor casualties, many of which would have been omitted from the returns of previous years.

Note.—*The year* 1855 *is omitted from this statement as the machinery had not then been sufficiently organized to ensure that nearly all the wrecks, &c. in that year were reported; and there is reason to believe that some may not have been reported in the years* 1856, 7, *and* 8.

*Causes of Loss* (*Total Losses*).—Of the 425 total losses from causes other than collisions, on and near the coasts of the United Kingdom, during the year 1875–6,—176 happened when the wind was, as appeared from the wreck reports, at the force of a gale, and are classed in the following returns as having been caused by stress of weather,—111 appear from the reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect—29 arose from defects in the ship or in her equipments (and of these 29, 19 appear to have foundered from unseaworthiness); 64 appear to have arisen from various other causes; and of the remainder (34 of which were missing vessels) the cause of loss is unknown.

*Causes of Loss* (*Serious Casualties*).—Of the 851 casualties resulting in serious damage, but not total loss, from causes other than collisions, on and near the coasts of the United Kingdom,—357 happened when the wind was as reported at the force of a gale, and are included as having been caused by stress of weather,—202 arose from carelessness,—94 from defects in the ship or her equipments; and the remainder appear to have arisen from various and unknown causes.

*Causes of Loss* (*Minor Casualties*).—Of the 1,706 casualties resulting in minor damage, from causes other than collisions on and near the coasts of the United Kingdom, 1,099 happened when the wind was as reported at the force of a gale, and are included as having been caused by stress of weather, 221 are from carelessness, 86 from defects in the ship or her equipments; and the remainder appear to have arisen from various and unknown causes.

*Table of all Wrecks and Casualties other than Collisions at Home.*

WRECKS AND CASUALTIES OTHER THAN COLLISIONS FOR 10 YEARS.

| Year. | Wrecks resulting in Total Loss. Arising from | | | | | Casualties resulting in Partial Damage. Arising from | | | | | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Stress of Weather. | Inattention, Carelessness, and Neglect. | Defects in Ships or Equipments. | Various Causes. | Causes unknown. | Stress of Weather. | Inattention, Carelessness, and Neglect. | Defects in Ships or Equipments. | Various Causes. | Causes unknown. | |
| 1866–7 | 340 | 121 | 74 | 72 | 15 | 538 | 120 | 65 | 161 | 10 | 1,516 |
| 1867–8 | 269 | 85 | 55 | 87 | 20 | 571 | 130 | 70 | 134 | 6 | 1,427 |
| 1868–9 | 276 | 94 | 95 | 96 | 17 | 470 | 151 | 84 | 160 | 8 | 1,451 |
| 1869–70 | 253 | 66 | 56 | 89 | 36 | 557 | 134 | 65 | 150 | 6 | 1,412 |
| 1870–1 | 203 | 89 | 58 | 97 | 26 | 375 | 159 | 102 | 176 | 8 | 1,293 |
| 1871–2 | 72 | 104 | 43 | 78 | 13 | 341 | 199 | 144 | 158 | 5 | 1,157 |
| 1872–3 | 185 | 95 | 52 | 97 | 67 | 632 | 223 | 133 | 244 | 4 | 1,732 |
| 1873–4 | 128 | 93 | 30 | 53 | 42 | 525 | 180 | 91 | 251 | 29 | 1,422 |
| 1874–5* | 177 | 84 | 33 | 75 | 42 | 393† | 182 | 129 | 240 | 37 | 2,931 |
| | | | | | | 906‡ | 234 | 59 | 325 | 15 | |
| 1875–6* | 176 | 111 | 29 | 64 | 45 | 357† | 202 | 94 | 183 | 15 | 2,982 |
| | | | | | | 1099‡ | 221 | 86 | 280 | 20 | |
| Total for 10 Years | 2,079 | 1,467 | | 1,131 | | 6,764 | 3,257 | | 2,625 | | 17,323 |

* In these years the Partial Damage is subdivided into † Serious and ‡ Minor Casualties.

*Losses from Defects in Hull or Equipments, at Home.*—The total number of ships which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from defects in the ships or their equipments, (Class 3. of preceding table) during the year 1875–6, is 29; and the number of casualties arising from the same causes, during the same year, and resulting in serious damage, is 94, and in minor damage 86.

*Description of Ships that have met with Casualties at Home.*—In 1875–6 there were on and near the coasts of the United Kingdom 345 wrecks and casualties to smacks and other fishing vessels. Excluding these 345 fishing vessels, it will be seen that the number of vessels employed in the regular carrying trade that have suffered from wreck, casualty, or collision on and near our coasts during the year is 4,209. This will be more readily seen from the following table. The great majority of these wrecks and casualties were partial losses, and only a very small proportion of them involved loss of life.

| Ships. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875 |
| Fishing Smacks | — 117 | — 173 | — 140 | — 124 | — 91 | — 126 | — 100 | — 165 | — 388 | — |
| Colliers laden | 713 | 617 | 693 | 559 | 541 | 524 | 788 | 539 | 1,066 | 1,212 |
| Colliers in ballast | 179 | 165 | 130 | 160 | 96 | 104 | 100 | 67 | 283 | 267 |
| Metallic ores, machinery, and wrought iron | 131 1,176 | 105 1,024 | 131 1,115 | 131 1,014 | 149 911 | 147 876 | 181 1,235 | 138 919 | 192 1,925 | 233 |
| Stone ores | 153 | 137 | 161 | 164 | 125 | 101 | 166 | 175 | 384 | 380 |
| Ships with other cargoes, and other ships in ballast | — 1,077 | — 973 | — 1,051 | — 1,088 | — 1,002 | — 888 | — 1,357 | — 1,107 | — 1,946 | — |
| Total No. of ships | 2,370 | 2,170 | 2,306 | 2,226 | 2,004 | 1,890 | 2,692 | 2,191 | 4,259 | 4,5 |

**The lives lost during the year 1875–6 in the various classes is as follows:—In fishing vessels, 113; in vessels carrying heavy cargoes in bulk, 334; and in other ships, 331.**

*Ages of Ships meeting with Casualties at Home.*—From Table 4 in the Abstract it will be seen that in the nine and a half years ended June 1876 disasters on and near the coasts of the United Kingdom to comparatively new ships bear a very high proportion to the whole number; and that during the year 1875–6, 347 wrecks and casualties happened to nearly new ships, and 639 to ships from three to seven years of

age. Then there are wrecks and casualties to 1,032 ships from 7 to 14 years old, and to 1,414 from 15 to 30 years old. Then follow 611 old ships from 30 to 50 years old. Having passed the service of half a century we come to the very old ships, viz., 80 between 50 and 60 years old, 41 from 60 to 70, 12 from 70 to 80, 12 from 80 to 90, 2 from 90 to 100, and 2 upwards of 100. The ages of 362 are unknown.

*Casualties to Steam and Sailing Ships at Home.*—Of the 4,554 vessels lost or damaged on and near the coasts of the United Kingdom during the year 1875–6, 525 were steamships, 139 were rigged as ships, 1,317 schooners, 533 brigs, 497 barques, 505 brigantines, and 199 smacks; the remainder were small vessels rigged in various ways. Of the 4,554 vessels referred to, 2,024 did not exceed 100 tons burden, 1,561 were from 100 to 300 tons, 623 were from 300 to 600 tons, and 346 only were above 600 tons burden.

*Iron Ships.*—Of the 502 vessels totally lost, 37 are known to have been built of iron; and of this number 31 were steam ships and 6 sailing vessels.

*Wrecks at Home, showing the Coasts where they happened.*—From Table 8, showing the parts of the coasts on which the wrecks and casualties on and near the coasts of the United Kingdom happened during the year 1875–6, it will be seen that, as usual, the greatest number occurred on the East Coast. The numbers are as follow:—

| | |
|---|---|
| East Coast | 2,119 |
| South Coast | 427 |
| West Coast | 822 |
| N. and W. Coast of Scotland | 83 |
| Irish Coast | 275 |
| Isle of Man | 12 |
| Lundy Island | 12 |
| Scilly Isles | 7 |

*Direction of Wind.*—The winds appear from the wreck reports to have been destructive to shipping on and near the coasts of the United Kingdom during the ten years ended 1875–6, in the proportions following:—

| Direction. | Wrecks, etc., in | | | | | | | | | | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | |
| N. | 46 | 134 | 79 | 85 | 51 | 42 | 75 | 48 | 140 | 239 | 939 |
| N.N.E. | 36 | 115 | 75 | 80 | 46 | 39 | 98 | 26 | 107 | 148 | 770 |
| N.E. | 112 | 114 | 124 | 111 | 79 | 44 | 135 | 68 | 192 | 259 | 1,238 |
| E.N.E. | 62 | 51 | 79 | 69 | 45 | 61 | 64 | 25 | 110 | 158 | 724 |
| E. | 81 | 47 | 73 | 71 | 75 | 55 | 88 | 62 | 132 | 226 | 910 |
| E.S.E. | 107 | 23 | 48 | 23 | 91 | 40 | 67 | 58 | 102 | 153 | 712 |
| S.E. | 188 | 41 | 65 | 57 | 127 | 87 | 133 | 90 | 172 | 208 | 1,168 |
| S.S.E. | 97 | 27 | 73 | 45 | 82 | 76 | 96 | 89 | 139 | 98 | 822 |
| S. | 86 | 45 | 110 | 99 | 102 | 94 | 122 | 98 | 199 | 133 | 1,088 |
| S.S.W. | 108 | 126 | 139 | 105 | 101 | 181 | 183 | 116 | 233 | 165 | 1,457 |
| S.W. | 210 | 191 | 213 | 185 | 152 | 222 | 281 | 203 | 470 | 372 | 2,499 |
| W.S.W. | 143 | 130 | 126 | 112 | 95 | 113 | 162 | 148 | 320 | 261 | 1,610 |
| W. | 115 | 121 | 91 | 104 | 113 | 94 | 117 | 162 | 270 | 219 | 1,406 |
| W.N.W. | 99 | 95 | 101 | 120 | 81 | 68 | 99 | 138 | 197 | 223 | 1,221 |
| N.W. | 122 | 131 | 114 | 122 | 82 | 87 | 106 | 163 | 224 | 232 | 1,383 |
| N.N.W. | 38 | 100 | 75 | 90 | 27 | 30 | 51 | 60 | 100 | 161 | 732 |
| | 1,650 | 1,491 | 1,585 | 1,478 | 1,349 | 1,333 | 1,877 | 1,554 | 3,107 | 3,255 | 18,679 |

The above table shows that westerly winds are far more destructive than easterly winds,—the most destructive being from south-west. It should, however, be remembered that strong westerly winds are far more common than easterly winds.

*Force of Wind.*—It will be seen from Table 10, distinguishing the wrecks, &c. on and near the coasts of the United Kingdom, according to the force of the wind at the time at which they happened, that in 1875–6, 1,929 happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top gallant sails; that 745 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and that 977 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane. In other

words, 1,929 happened when the wind was such that a ship could carry her top gallant sails; 745 when a ship ought to be well able to hold her course; and 977 with the wind at and above a strong gale.

The numbers for the last ten years are shown in the following table.

| Force of Wind. | 1866 –67. | 1867 –68. | 1868 –69. | 1869 –70. | 1870 –71. | 1871 –72. | 1872 –73. | 1873 –74. | 1874 –75. | 1875 –76. | Total. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 12 | 15 | 16 | 25 | 33 | 31 | 26 | 29 | 80 | 80 | 347 | Calm. |
| 1 | 27 | 22 | 31 | 32 | 57 | 42 | 57 | 48 | 116 | 109 | 541 | Light air. Just sufficient to give steerage way. |
| 2 | 65 | 61 | 93 | 115 | 115 | 109 | 136 | 129 | 217 | 226 | 1,266 | Light breeze. |
| 3 | 31 | 35 | 25 | 37 | 50 | 52 | 65 | 68 | 150 | 176 | 689 | Gentle breeze. |
| 4 | 176 | 150 | 157 | 162 | 161 | 198 | 175 | 211 | 368 | 350 | 2,108 | Moderate breeze. |
| 5 | 228 | 199 | 185 | 208 | 180 | 213 | 248 | 234 | 406 | 419 | 2,520 | Fresh breeze. |
| 6 | 230 | 196 | 250 | 205 | 234 | 255 | 312 | 283 | 540 | 569 | 3,074 | Strong breeze. |
| 7 | 97 | 59 | 78 | 50 | 80 | 95 | 197 | 165 | 317 | 360 | 1,498 | Moderate gale. |
| 8 | 88 | 120 | 54 | 61 | 87 | 96 | 240 | 149 | 339 | 385 | 1,619 | Fresh gale. |
| 9 | 617 | 417 | 629 | 515 | 336 | 234 | 348 | 205 | 456 | 463 | 4,220 | Strong gale. |
| 10 | 204 | 310 | 139 | 186 | 182 | 126 | 246 | 160 | 391 | 407 | 2,351 | Whole gale. |
| 11 | 28 | 62 | 29 | 34 | 29 | 21 | 56 | 31 | 55 | 107 | 452 | Storm. Under storm staysail. |
| 12 | 61 | 72 | 89 | 93 | 38 | 26 | 38 | 27 | 50 | — | 494 | Hurricane. Bare poles. |
| Var. | 1 | 2 | — | — | 5 | 8 | 8 | 22 | 16 | 24 | 86 | Variable. |
| Unk. | 72 | 77 | 97 | 91 | 61 | 15 | 52 | 42 | 89 | 82 | 678 | Unknown. |
| | 1,937 | 1,797 | 1,872 | 1,814 | 1,648 | 1,521 | 2,204 | 1,803 | 3,590 | 3,757 | 21,943 | |

With which a ship with all sail set and clean full would go in smooth water: 1 to 2 knots; 3 to 4 „; 5 to 6 „

In which she could just carry in chase full and by: Royals, &c.; Single reefs & T.G. sails.; Double reefs and jib, &c.; Triple reefs, &c.; Close reefs and courses.

In which she could just bear close-reefed main topsail and reefed foresail.

## Casualties in Rivers and Harbours at Home.

*As regards Casualties in Rivers.*—In the Appendix (A.) to Part I. will be found a table of the casualties reported as having occurred to sea-going vessels in the rivers and harbours of the United Kingdom during the year 1875–6.

As Receivers of wreck and other Officers on the coast are not empowered by the Merchant Shipping Act to require reports of all such casualties, the number must necessarily be incomplete.

The total number of such casualties reported was 1,011, of which 39 were total losses, 286 were serious casualties, and 686 were minor casualties.

Of these casualties, collisions numbered 610, founderings 18, strandings 189, and miscellaneous 194.

These 1,011 casualties caused the loss of or damage to 1,704 vessels, of which 987 were British sailing vessels, 553 British steam vessels, 129 foreign sailing vessels, and 35 foreign steam vessels. The number of lives reported to have been lost is 28.

## Collisions at Home.

As regards collisions on and near the coasts during the year 1875–6—41 of the 775 collisions off the coasts of the United Kingdom were between two steamships, both under way, and 79 of the 610 in harbours and rivers were also between two or more steamships under way; as shown in the following table.

| | No. of Collisions between Steamships, under way. | | | | | | | No. of Steamships so in Collision. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | By Day. | | | By Night. | | | Total No. of Collisions. | Vessels totally lost. | Vessels seriously damaged. | Vessels not seriously damaged. | Total. | No. of Lives lost. |
| | Involving total loss. | Involving serious damage. | Involving minor damage only. | Involving total loss. | Involving serious damage. | Involving minor damage only. | | | | | | |
| Off the coasts of the United Kingdom. | 6 | 1 | 5 | 4 | 5 | – | 21 | 10 | 13 | 19 | 42 | 54 |
| In narrow channels or at the mouths of rivers. | – | 6 | 6 | 1 | 4 | 3 | 20 | 1 | 14 | 25 | 40 | 2 |
| In rivers or harbours of the United Kingdom. | – | 19 | 30 | 1 | 9 | 20 | 79 | 1 | 33 | 125 | *159 | – |

* One collision of three steamships.

There were also reported to the Board of Trade, during the year 1875–6, the following accidents to the machinery of British steamships :—

| Accidents to Machinery which caused damage to the Vessel. | | | | | | | | | Accidents to Machinery which caused no damage to the Vessel. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Result of Accident to Machinery. | | | | | | | | | |
| No. of Accidents. | Total loss of Vessel. | Serious damage to Vessel. | Minor damage to Vessel. | Founderings. | Strandings. | Collisions. | Other Casualties. | Lives Lost. | No. of Accidents. | Bursting of Boilers, Condensers, Steam Pipes, or Superheaters. | Other Serious Accidents. | All other Minor Accidents. | Lives Lost. |
| 9 | 1 | 1 | 7 | -- | 2 | 2 | 5 | 2 | 300 | 12 | 165 | 123 | 10 |

## Wrecks at Home, Part II.—Loss of Life.

*As regards Loss of Life at Home.*—The returns show that the number of lives lost from wrecks, casualties, and collisions on and near the coasts of the United Kingdom, during the year 1875–6, is 778. This is 148 less than the number lost in the year ending June 1875, when the number was swelled by the loss of the German S.S. "*Schiller*" with 331 lives. The lives lost at home during the year 1875–6 were lost in 171 ships; 121 of them were laden vessels, 49 were vessels in ballast, and in 1 case it is not known whether the vessel was laden or light. 134 of these ships were entirely lost, and 37 sustained partial damage. Of the 778 lives lost, 73 were lost in vessels that foundered; 166 through vessels in collision; 325 in vessels stranded or cast ashore; and 158 in missing vessels. The remaining number of lives lost (56) were lost from various causes, such as through being washed overboard in heavy seas, explosions, &c.

Nine of these lives were lost in missing vessels which, although they are supposed to have been lost before July 1875, are included in these returns, the reports having been received too late for them to be included in the returns for last year.

*Life Lost in British Ships at Home.*—Of 171 ships, from which the 778 lives were lost, 143 were British, involving the loss of 580 lives.

*Life Lost in Foreign Ships on our Shores.*—Of the wrecks, &c. involving loss of life on and near our coasts at home, 28 were Foreign, involving the loss of 198 lives.

*Divisions of Coasts where Life is Lost.*—From Table 25, showing the parts of the coast of the United Kingdom on which loss of life happened, it will be seen that, whilst the greatest number of wrecks, &c. happened on the East coast, the greatest loss of life during the nine and a half years ended June 1876 occurred on the West coast.

*Life Lost in Fishing Vessels at Home.*—Table 26 shows the number of lives lost on and near the coasts of the United Kingdom in fishing vessels and boats, sailing vessels, and steam vessels during the last nine and a half years, distinguishing those lost through founderings, strandings, collisions, and casualties from other causes.

## WRECKS ABROAD.

### General.—Parts III. and IV.

The statistics of wrecks abroad are comprised in three divisions, viz. :—Part III., relating to those which occurred on and near the coasts of the Channel Islands and the British Possessions abroad to British and Foreign vessels. Part IV., relating to those which occurred to British vessels elsewhere than on and near the coasts of the United Kingdom, and of British Possessions abroad. Part V., relating to the lives so lost. It is perhaps scarcely necessary to observe that wrecks, &c. of Foreign ships happening elsewhere than on the coasts of Her Majesty's dominions are not dealt with in the tables of these returns. It is, however, satisfactory to be able to state that many countries now publish wreck returns of their own.

Part IV., (with the exception of Tables 38, 39, and 40), excludes the wrecks of British vessels on the coasts of British Possessions abroad, which have already been enumerated in Part III.; but Tables 41, 42 and 43 include all wrecks belonging to Parts III. and IV. At the beginning of these returns will be found two charts of the

World in Hemispheres, and a chart of Europe; these charts show all the total losses and serious casualties and collisions included in Parts III. and IV., each wreck being marked, as far as practicable, on the exact spot where it happened.

*Total number of Wrecks, &c., Abroad.*—With regard to the statistics of Wrecks Abroad, it may be remarked that the total number of vessels lost or damaged included in Parts III. and IV. during the year 1875–6 is 3,444; of this number 646 were totally lost, 1,197 met with serious casualties, and 1,601 with minor casualties.

The following table shows the number of wrecks, &c. abroad reported since 1867.

| Wrecks, Casualties, and Collisions reported in | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| British vessels - - - | 935 | 935 | 961 | 1,208 | 1,754 | 2,415 | 1,156 | 3,094 | 3,287 | 3,341 |
| Foreign vessels - - - | 28 | 29 | 22 | 64 | 66 | 65 | 37 | 134 | 126 | 103 |
| Total | 963 | 964 | 983 | 1,272 | 1,820 | 2,480 | 1,193 | 3,228 | 3,413 | 3,444 |

## Wrecks Abroad, Part V.—Loss of Life.

*Loss of Life Abroad.*—The number of these wrecks, &c. abroad involving loss of life reported during the year 1875–6 was 223, and the number of lives so lost was 1,708.

| | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| *British vessels* - - | 195 | 158 | 185 | 174 | 212 | 248 | 161 | 331 | 241 | 220 |
| Lives lost everywhere abroad - - | 1,671 | 1,426 | 1,682 | 2,255 | 1,659 | 1,892 | 1,813 | 4,013 | 2,614 | 1,703 |
| *Foreign vessels* - - | 3 | 4 | 1 | 4 | 4 | 6 | 3 | 4 | 17 | 3 |
| Lives lost on and near our coasts abroad - | 6 | 78 | 3 | 16 | 11 | 88 | 37 | 21 | 214 | 5 |
| *Total vessels* - - | 198 | 162 | 186 | 178 | 216 | 254 | 164 | 335 | 258 | 223 |
| Total lives lost - | 1,677 | 1,504 | 1,685 | 2,271 | 1,670 | 1,980 | 1,850 | 4,034 | 2,828 | 1,708 |

*In the year* 1874–5 *the total was swelled by the lives lost in the ship "Cospatrick"* (470); *in the year* 1873–4 *by the lives lost in the ship "Asia"* (821) *and in the ship "Indus"* (420), *both employed in the coolie trade; in the first half of the year* 1873 *by the lives lost in the steamship "Atlantic"* (545); *in* 1870 *by those lost in H.M.S. "Captain"* (*about* 500), *and the steamship "City of Boston"* (191).

## BRITISH SHIPS NOT HEARD OF AFTER SAILING.

*These are included in the above figures.*—It will be seen from Tables 23 (p. 65) and 45 (p. 154) that 101 British vessels were not heard of after sailing or being spoken at sea, in which 1,101 lives are supposed to have been lost. These numbers form part of the figures already alluded to above under Parts II. and V., and should not be added to them again to obtain the total number of lives lost.

*Where they were Registered.*—Of these missing British vessels 81 belonged to the United Kingdom, involving the loss of 855 lives; and 20 belonged to British Possessions Abroad, involving the loss of 246 lives. Four were steamships, involving the loss of 103 lives.

*Where they Sailed from.*—Sixty-two sailed from ports in the United Kingdom; 22 from ports in British Possessions Abroad, and 17 from Foreign ports.

*Loaded or in Ballast.*—Eighty-three of these vessels were laden, 5 were in ballast, and 13 were fishing vessels.

*How many of them were Classed, and how many Unclassed.*—Of this number 36 were classed in Lloyd's, in Liverpool, or in Veritas, missing with 631 lives; whilst 65 were unclassed, missing with 470 lives.

It may be observed that many of the missing vessels sailed previously to 1875–6, but were not reported as missing until that year.

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## SALVAGE OF LIFE AT HOME.

### Part VII.

*Cost of Saving Life.*—As regards saving life, the following table shows the expenses incurred since 1855 in providing apparatus for saving life on the coasts of the United Kingdom. These sums have been paid by the Board of Trade out of the Mercantile Marine Fund.

| Year. | No. of Rocket & Mortar Apparatus Stations. | No. of Stations supplied with Life Belts and Lines in charge of Coast Guard. | No. of Life Boats. (These mostly belong to the Royal National Life Boat Institution.) | Amount paid by the Board of Trade for Rewards, &c. | Expenses of Rocket and Mortar Apparatus. | Expenses of Life Belts. | Amount paid by the Board of Trade to the Funds of the Royal National Life Boat Institution. | Total Expenditure paid out of the Mer. Mar. Fund. |
|---|---|---|---|---|---|---|---|---|
| | | | | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1855 Mar. to June | — | — | 127 | 79 4 0 | — | — | 415 6 8 | 494 10 8 |
| 1855–6 | — | — | 124 | 237 9 0 | — | — | 1,223 13 2 | 1,461 2 2 |
| 1856–7 | 198 | — | 141 | 166 10 0 | 801 9 2 | — | 2,203 12 4 | 3,171 11 6 |
| 1857–8 | 216 | — | 149 | 365 11 7 | 3,082 13 7 | — | 2,223 16 8 | 5,672 1 10 |
| 1858–9 | 216 | — | 158 | 312 10 6 | 2,043 19 3 | — | 2,502 8 2 | 4,858 17 11 |
| 1859–60 | 233 | — | 173 | 744 10 9 | 1,666 7 9 | — | 2,448 10 0 | 4,859 8 6 |
| 1860–1 | 235 | 62 | 179 | 1,475 11 3 | 2,816 15 0 | — | 2,803 13 1 | 7,095 19 4 |
| 1861–2 | 238 | 114 | 179 | 518 10 6 | 2,139 11 6 | 100 6 10 | 2,713 8 2 | 5,471 17 0 |
| 1862–3 | 239 | 181 | 178 | 1,034 10 9 | 2,503 6 5 | 109 0 8 | 2,910 8 3 | 6,557 6 1 |
| 1863–4 | 243 | 402 | 186 | 826 1 0 | 3,337 11 7 | 106 6 3 | 2,984 2 8 | 7,254 1 6 |
| 1864–5 | 249 | 553 | 192 | 938 13 7 | 3,213 7 3 | 686 9 10 | 3,373 0 6 | 8,211 11 2 |
| 1865–6 | 265 | 581 | 207 | 806 12 7 | 7,398 10 1 | 160 8 10 | 4,481 12 0 | 12,847 3 6 |
| 1866–7 | 274 | 548 | 222 | 538 15 10 | 10,647 14 11 | 19 6 1 | 4,365 3 6 | 15,571 0 4 |
| 1867–8 | 279 | 579 | 228 | 844 1 4 | 9,363 11 6 | 16 16 0 | 4,907 2 5 | 15,131 11 3 |
| 1868–9 | 282 | 559 | 254 | 813 5 9 | 9,457 6 4 | 44 12 5 | 2,500 0 0 | 11,815 4 6 |
| 1869–70 | 284 | 547 | 257 | 1,110 6 6 | 8,165 18 1 | 15 8 4 | 1,250 0 0 | 11,541 12 11 |
| 1870–1 | 281 | 503 | 261 | 487 0 0 | 8,769 18 10 | 3 15 11 | — | 9,260 14 9 |
| 1871–2 | 282 | 508 | 261 | 418 8 6 | 5,371 10 1 | 3 3 4 | — | 5,793 1 11 |
| 1872–3 | 286 | 537 | 263 | 608 3 6 | 5,925 3 6 | 59 11 11 | — | 6,592 18 11 |
| 1873–4 | 289 | 531 | 267 | 323 10 0 | 8,445 16 11 | 4 3 9 | — | 8,773 10 8 |
| 1874–5 | 277 | 548 | 273 | 826 14 0 | 10,175 19 2 | 7 17 2 | — | 11,010 10 4 |
| 1875–6 | 280 | 561 | 276 | 517 14 1 | 13,920 0 5 | 9 18 9 | — | 14,447 13 3 |
| | | | | 13,993 15 0 | 119,246 11 4 | *1,347 6 1 | 43,305 17 7 | 177,893 10 0 |

* Note.—*A similar amount has been paid by the Admiralty.*

*Number of Lives Saved and Lost at Home.*—The following table shows the number of lives saved, and the number of lives lost, on and near the coasts of the United Kingdom, during the same period :—

| Year. | Lives saved. | | | | | | | | Lives lost†. |
|---|---|---|---|---|---|---|---|---|---|
| | By Life Boats. | By Rocket, and Mortar Apparatus, Lines, &c. | By Luggers, and Coast-guard and other Boats. | By Ships and Steam Boats. | By Ships own Boats. | By individual Exertion. | By other means. | Total lives saved. | |
| 1855–6 - | 336 | 499 | 1,351 | 489 | — | 22 | — | 2,697 | 485 |
| 1856–7 - | 634 | 383 | 606 | 587 | — | 21 | — | 2,231 | 521 |
| 1857–8 - | 120 | 149 | 683 | 244 | — | 17 | — | 1,213 | 539 |
| 1858–9 - | 220 | 154 | 878 | 622 | — | 16 | — | 1,890 | 353 |
| 1859–60 - | 367 | 407 | 681 | 769 | 951* | 9 | — | 3,184 | 1,647 |
| 1860–1 - | 771 | 415 | 467 | 858 | 1,499 | 14 | 362* | 4,386 | 537 |
| 1861–2 - | 322 | 415 | 371 | 919 | 1,425 | 27 | 396 | 3,875 | 884 |
| 1862–3 - | 291 | 252 | 414 | 1,319 | 1,289 | 9 | 531 | 4,105 | 690 |
| 1863–4 - | 472 | 256 | 424 | 1,533 | 1,465 | 10 | 439 | 4,599 | 620 |
| 1864–5 - | 293 | 347 | 338 | 1,003 | 1,459 | 22 | 232 | 3,694 | 516 |
| 1865–6 - | 480 | 490 | 462 | 1,000 | 2,195 | 7 | 374 | 5,008 | 698 |
| 1866–7 - | 378 | 527 | 385 | 986 | 2,728 | 13 | 765 | 5,782 | 896 |
| 1867–8 - | 377 | 310 | 843 | 1,060 | 1,902 | 6 | 660 | 5,158 | 1,333 |
| 1868–9 - | 504 | 333 | 317 | 719 | 2,062 | — | 561 | 4,496 | 824 |
| 1869–70 - | 532 | 354 | 383 | 714 | 2,067 | 8 | 443 | 4,501 | 933 |
| 1870–1 - | 473 | 203 | 500 | 1,063 | 2,795 | 2 | 459 | 5,495 | 774 |
| 1871–2 - | 403 | 293 | 265 | 990 | 1,737 | — | 245 | 3,933 | 626 |
| 1872–3 - | 548 | 715 | 582 | 647 | 1,888 | 6 | 388 | 4,774 | 590 |
| 1873–4 - | 310 | 175 | 309 | 516 | 1,525 | 4 | 221 | 3,060 | 506 |
| 1874–5 - | 502 | 355 | 511 | 440 | 1,644 | 6 | 379 | 3,837 | 926 |
| 1875–6 - | 461 | 301 | 508 | 967 | 1,859 | 9 | 253 | 4,358 | 778 |
| Total - | 8,794 | 7,333 | 11,278 | 17,445 | 30,490 | 228 | 6,708 | 82,276 | 15,676 |

* Note.—*No record kept for former years.*

† Note.—*The figures in this column, except for the last three years* 1873–4, 1874–5, *and* 1875–6, *show the numbers of lives lost between the* 1*st January and* 31*st of December in each year. The number of lives lost during the first six months of* 1873 *was* 728.

The Board of Trade from March 1868 till January 1870 paid an annual sum of 2,500*l.* to the Royal National Life Boat Institution towards the maintenance of their boats, in lieu of paying a subsidy in respect of certain boats.

At a special meeting of the Committee of the Institution, held on the 2nd December 1869, the following resolution was, however, passed :—"That the Royal National Life Boat Institution, owing to the large and extended support of the British public, having attained a truly national position, it no longer requires the assistance it has since the year 1854 received from the Board of Trade." The Board of Trade, therefore, no longer make any contributions to the funds of the Institution.

*Rocket Stations at Home.*—For the purpose of saving life from shipwreck, there were at the end of June 1876 on the coasts of the United Kingdom 280 sets of rocket and mortar apparatus, wholly provided and paid for by the Board of Trade out of the Mercantile Marine Fund; and there were at the same time 276 lifeboats. Of these lifeboats, 250 belonged to the Royal National Life Boat Institution, and 26 to harbour authorities, beachmen, &c.

*Life Jacket Stations at Home.*—There were also 561 stations supplied with Captain Ward's cork life jackets. These life jackets are for the Coast Guard to wear, with the object of giving them more confidence when going off to a wreck in the Coast Guard boats.

*Volunteer Brigades for Saving Life.*—There were 4 Volunteer Life Brigades and 166 Volunteer Life Companies which had been formed for the purpose of enabling persons residing on the coasts of the United Kingdom to acquire a knowledge of the rocket apparatus, and of the method of using it in case of shipwreck independently of or in co-operation with the Coast Guard and Receivers of Wreck.

A List of the Brigades and Companies in the United Kingdom, showing the strength of each on the 30th June 1876, will be found in Table 52 of the Return.

*Storm Signals.*—Table 57 gives a list of places in the United Kingdom where the storm signals are hoisted on receipt of a telegram from the Meteorological Office; also a list of places supplied with Fishery barometers.

## REWARDS FOR SAVING LIFE.

*Albert Medal.*—In April 1867 Her Majesty, by Warrant under the Royal Sign Manual, was pleased to institute two new decorations, to be styled respectively "*The Albert Medal of the First Class*" and "*The Albert Medal of the Second Class*," in lieu of the decoration instituted in March 1866. A copy of the Warrant instituting these decorations is appended to this Report.

Since the date of this Warrant 7 medals of the first class, and 15 medals of the second class, have been awarded.

*Other Presentations by British Government.*—In addition to pecuniary rewards, the following presentations have been made by the British Government during the year 1875–6 for saving life, viz.:—

2 gold medals, 22 silver medals, 6 bronze medals, 7 gold watches, 1 gold chain, 7 binocular glasses, 1 barometer, 1 telescope, 2 silver jugs, and 3 silver goblets.

*Rewards by Foreign and Colonial Governments.*—In the same period the under-mentioned Governments have presented the following rewards to masters of British vessels and others for saving life:—

| Government. | Gold Medals. | Silver Medals. | Chronometers. | Gold Watches. | Silver Watches. | Telescopes. | Binocular Glasses. | Silver Bowls. | Total. |
|---|---|---|---|---|---|---|---|---|---|
| Canadian - - | — | — | — | 4 | 12 | — | 1 | — | 17 |
| French - - | 1 | 1 | — | — | — | — | 2 | — | 4 |
| German - - | — | — | — | 5 | — | 4 | — | — | 9 |
| Italian - - | — | 3 | — | — | — | — | — | — | 3 |
| Japanese - - | — | — | — | — | — | — | — | 3 | 3 |
| United States - | — | — | — | 1 | — | 3 | — | — | 4 |
| | 1 | 4 | — | 10 | 12 | 7 | 3 | 3 | 40 |

In addition to the above rewards, the Canadian, French, Italian, Spanish, and United States Governments presented their thanks for services rendered to seamen belonging to their respective countries.

In one case (that of the "*Schiller*") the German Government, in addition to several sums of money, presented to the inhabitants of Scilly a number of rewards which are not specified in the above table. Money rewards were also given by the German and Canadian Governments.

Marine Department,
Board of Trade, April 1877.

# APPENDIX.

WARRANT dated 12th April 1867, instituting TWO DECORATIONS, styled respectively "THE ALBERT MEDAL OF THE FIRST CLASS," and "THE ALBERT MEDAL OF THE SECOND CLASS."

VICTORIA R.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c.

To all to whom these presents shall come, greeting:

Whereas a Warrant was given under Our Royal Sign Manual, bearing date the 7th day of March 1866, in the 29th year of Our reign, intituled a "Warrant instituting a new Decoration, to be styled 'The Albert Medal,'" and such Warrant was in the terms following, that is to say:—

"VICTORIA R.

"Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen "Defender of the Faith, &c.

"To all to whom these presents shall come, greeting:

"Whereas We, taking into Our Royal consideration that great loss of life is sustained by reason "of shipwrecks and other perils of the sea; and taking also into consideration the many daring "and heroic actions performed by mariners and others to prevent such loss and to save the lives "of those who are in danger of perishing by reason of wrecks and perils of the sea; and taking "also into consideration the expediency of distinguishing such efforts by some mark of Our "Royal favour:

"Now, for the purpose of attaining an end so desirable as that of rewarding such actions as "aforesaid, We have instituted and created, and by these presents for Us, Our Heirs and "Successors, institute and create, a new Decoration, which We are desirous should be highly "prized and eagerly sought after, and are graciously pleased to make, ordain, and establish the "following Rules and Ordinances for the government of the same, which shall from henceforth "be inviolably observed and kept.

"First.—It is ordained, that the Distinction shall be styled 'THE ALBERT MEDAL,' and shall "consist of a gold oval-shaped badge or decoration enamelled in dark blue, with a Monogram "composed of the letters V. and A., interlaced with an Anchor erect in gold, surrounded with a "Garter in bronze, inscribed in raised letters of gold 'For Gallantry in saving Life at Sea,' and "surmounted by a representation of the Crown of His Royal Highness the lamented Prince "Consort, and suspended from a dark blue riband of five eighths of an inch in width, with two "white longitudinal stripes.

"Secondly.—It is ordained, that the Medal shall be suspended from the left breast.

"Thirdly.—It is ordained, that the names of those upon whom We may be pleased to confer "the Decoration shall be published in the 'London Gazette,' and a registry thereof kept in the "Office of the Board of Trade.

"Fourthly.—It is ordained, that any one who, after having received the Medal, again performs "an act which, if he had not received such Medal, would have entitled him to it, such further act "shall be recorded by a bar attached to the riband by which the Medal is suspended; and for "every such additional act an additional bar may be added.

"Fifthly.—It is ordained, that the Medal shall only be awarded to those who, after the date "of this Instrument, have, in saving or endeavouring to save the lives of others from shipwreck "or other perils of the sea, endangered their own lives, and that such award shall be made only "on a recommendation to Us by the President of the Board of Trade.

"Sixthly.—In order to make such additional provision as shall effectually preserve pure this "most honourable Distinction, it is ordained, that if any person on whom such Distinction is "conferred be guilty of any crime or disgraceful conduct which in Our judgment disqualifies him "for the said Decoration, his name shall forthwith be erased from the registry of individuals upon "whom the said Decoration shall have been conferred by an especial Warrant under Our Royal "Sign Manual, and his Medal shall be forfeited; and every person to whom the said Medal is "given shall, before receiving the same, enter into an engagement to return the same if his name "shall be so erased as aforesaid under this Regulation. It is hereby further declared, that We, "Our Heirs and Successors, shall be the sole judges of the circumstance demanding such expulsion. "Moreover, We shall at all times have power to restore such persons as may at any time have "been expelled to the enjoyment of the Decoration."

And whereas it has been represented to Us, that mariners and others perform many acts in preventing loss of life from shipwreck and other perils of the sea, that are not of a character sufficiently daring and heroic to bring them under Our Warrant above cited, and are yet worthy of some distinguishing mark of Our Royal favour: And whereas, We, taking into Our consideration that it is expedient to reward such mariners and others who perform heroic actions to prevent loss of life from shipwreck and other perils of the sea, are pleased in place of the Decoration created by Our Warrant of the 7th March 1866, to institute and create two Decorations, which We are

desirous should be highly prized and eagerly sought after, and are graciously pleased to make, ordain, and establish the following Rules and Ordinances for the government of the same, which shall from henceforth be inviolably observed and kept.

First.—It is ordained that one of the said two Decorations shall be styled "THE ALBERT MEDAL OF THE FIRST CLASS," and shall consist of a gold oval-shaped Badge or Decoration, enamelled in dark blue, with a Monogram composed of the letters V. and A., interlaced with an Anchor erect in gold, surrounded with a Garter in bronze, inscribed in raised letters of gold, "For Gallantry in saving Life at Sea," and surmounted by a representation of the Crown of His Royal Highness the lamented Prince Consort, and suspended from a dark blue riband of an inch and three eighths in width, with four white longitudinal stripes.

Secondly.—It is ordained, that the other of the two Distinctions shall be styled "THE ALBERT MEDAL OF THE SECOND CLASS," and shall consist of the like shaped enamelled Badge, save and except in this class it shall be entirely worked in bronze, instead of gold and bronze, and suspended from a dark blue riband of five eighths of an inch in width, with two white longitudinal stripes.

It is ordained that each Medal shall be suspended from the left breast.

Thirdly.—It is ordained, that the names of those upon whom We may be pleased to confer either of these Decorations shall be published in the "London Gazette," and a registry thereof kept in the Office of the Board of Trade.

Fourthly.—It is ordained, that any one who, after having received either of the Medals, again performs an act which, if he had not received such Medal, would have entitled him to it, such further act shall be recorded by a bar attached to the riband by which the Medal is suspended; and for every such additional act an additional bar may be added.

Fifthly.—It is ordained, that the Medals shall only be awarded to those who, after the date of the said Warrant of the 7th March 1866, have, in saving or endeavouring to save the lives of others from shipwreck or other peril of the sea, endangered their own lives, and that such award shall be made only on a recommendation to Us by the President of the Board of Trade.

Sixthly.—It is ordained that THE ALBERT MEDAL OF THE FIRST CLASS shall be confined to cases of extreme and heroic daring, and that THE ALBERT MEDAL OF THE SECOND CLASS shall be given in cases which, though falling within the cases contemplated by this Warrant, are not sufficiently distinguished to deserve THE ALBERT MEDAL OF THE FIRST CLASS.

Seventhly.—In order to make such additional provision as shall effectually preserve pure this most honourable Distinction, it is ordained, that if any person on whom such Distinction is conferred be guilty of any crime or disgraceful conduct which in Our judgment disqualifies him for the said Decorations, his name shall forthwith be erased from the registry of individuals upon whom the said Decoration shall have been conferred by an especial Warrant under Our Royal Sign Manual, and his Medal shall be forfeited. And every person to whom the said Medal is given shall, before receiving the same, enter into an engagement to return the same if his name shall be so erased as aforesaid under this regulation. It is hereby further declared, that We, Our Heirs and Successors, shall be the sole judges of the circumstance demanding such expulsion. Moreover, We shall at all times have power to restore such persons as may at any time have been expelled to the enjoyment of the Decoration.

# PART I.

WRECKS, CASUALTIES, and COLLISIONS reported to have occurred on and near the COASTS of the UNITED KINGDOM during the last TEN YEARS.

## Table 1. NUMBER of WRECKS, &c., NUMBER of VESSELS lost or damaged, TONNAGE of Vessels, and NUMBER of HANDS employed.

| Months. | (1.) NUMBER of Wrecks, &c. ir. | | | | | | | | | | (2.) NUMBER of Vessels lost or damaged in | | | | | | | | | | (3.) TONS BURTHEN OF SHIPS. | | | | | | | | | | (4.) HANDS EMPLOYED. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866-7. | 1867-8. | 1868-9. | 1869-70. | 1870-1. | 1871-2. | 1872-3. | 1873-4. | 1874-5. | 1875-6. | 1866-7. | 1867-8. | 1868-9. | 1869-70. | 1870-1. | 1871-2. | 1872-3. | 1873-4. | 1874-5. | 1875-6. | 1866-7. | 1867-8. | 1868-9. | 1869-70. | 1870-1. | 1871-2. | 1872-3. | 1873-4. | 1874-5. | 1875-6. | 1866-7. | 1867-8. | 1868-9. | 1869-70. | 1870-1. | 1871-2. | 1872-3. | 1873-4. | 1874-5. | 1875-6. |
| July - | 51 | 54 | 49 | 57 | 50 | 70 | 52 | 83 | 120 | 184 | 70 | 61 | 59 | 75 | 68 | 83 | 64 | 102 | 153 | 225 | 18,850 | 9,728 | 6,389 | 18,890 | 13,180 | 18,292 | 14,782 | 22,933 | 35,867 | 48,276 | 877 | 481 | 351 | 778 | 558 | 756 | 560 | 845 | 1,778 | 2,220 |
| Aug. - | 61 | 38 | 160 | 70 | 79 | 117 | 91 | 121 | 243 | 169 | 79 | 49 | 186 | 88 | 105 | 144 | 108 | 148 | 301 | 218 | 12,613 | 10,808 | 41,653 | 20,894 | 17,862 | 32,448 | 24,887 | 31,871 | 47,813 | 53,835 | 557 | 483 | 2,855 | 935 | 840 | 1,367 | 1,023 | 1,402 | 2,175 | 2,557 |
| Sept. - | 159 | 103 | 144 | 237 | 111 | 151 | 148 | 100 | 249 | 280 | 203 | 130 | 165 | 268 | 135 | 179 | 178 | 127 | 298 | 330 | 38,803 | 24,658 | 27,266 | 67,971 | 26,137 | 30,397 | 39,631 | 22,989 | 49,651 | 76,955 | 1,636 | 1,074 | 1,229 | 2,424 | 1,029 | 1,359 | 1,321 | 1,011 | 2,191 | 3,423 |
| Oct. - | 113 | 174 | 179 | 333 | 339 | 129 | 193 | 177 | 551 | 400 | 140 | 222 | 222 | 384 | 399 | 164 | 228 | 220 | 639 | 466 | 26,549 | 46,823 | 35,291 | 65,259 | 85,005 | 36,955 | 50,629 | 47,114 | 125,259 | 97,245 | 1,139 | 2,004 | 1,778 | 2,936 | 3,352 | 1,389 | 2,028 | 1,846 | 5,195 | 4,203 |
| Nov. - | 245 | 183 | 145 | 182 | 119 | 163 | 361 | 244 | 423 | 781 | 298 | 232 | 184 | 243 | 144 | 208 | 426 | 298 | 490 | 913 | 48,099 | 40,847 | 37,106 | 51,872 | 36,345 | 65,284 | 99,704 | 74,627 | 104,362 | 196,703 | 2,101 | 1,831 | 1,500 | 2,326 | 1,504 | 2,215 | 3,796 | 2,668 | 4,164 | 7,840 |
| Dec. - | 211 | 441 | 266 | 306 | 175 | 170 | 392 | 141 | 622 | 269 | 251 | 490 | 329 | 375 | 221 | 217 | 482 | 173 | 707 | 362 | 49,862 | 81,788 | 64,322 | 81,412 | 47,713 | 61,706 | 128,215 | 42,694 | 139,002 | 105,467 | 2,170 | 3,576 | 2,821 | 3,053 | 1,936 | 2,312 | 5,051 | 1,496 | 5,736 | 3,704 |
| Jan. - | 461 | 288 | 216 | 139 | 177 | 248 | 309 | 171 | 382 | 305 | 548 | 327 | 275 | 175 | 209 | 297 | 396 | 221 | 448 | 376 | 88,471 | 61,276 | 59,288 | 50,663 | 53,900 | 78,212 | 112,844 | 69,783 | 130,450 | 79,963 | 3,957 | 2,548 | 2,503 | 1,872 | 2,627 | 2,706 | 4,651 | 2,732 | 4,429 | 3,213 |
| Feb. - | 127 | 178 | 245 | 174 | 246 | 139 | 293 | 255 | 224 | 230 | 164 | 215 | 335 | 209 | 283 | 193 | 350 | 296 | 279 | 282 | 33,120 | 40,232 | 74,329 | 40,764 | 54,381 | 51,771 | 84,296 | 70,137 | 63,787 | 67,655 | 1,336 | 1,648 | 2,838 | 1,587 | 2,332 | 2,523 | 3,134 | 3,053 | 2,545 | 2,531 |
| March - | 251 | 129 | 227 | 117 | 149 | 112 | 150 | 170 | 338 | 601 | 299 | 173 | 265 | 146 | 189 | 135 | 186 | 197 | 400 | 721 | 66,341 | 41,650 | 44,493 | 25,864 | 41,318 | 29,739 | 56,161 | 43,947 | 76,723 | 146,784 | 2,605 | 1,559 | 1,907 | 1,188 | 1,607 | 1,095 | 2,037 | 1,731 | 4,200 | 5,811 |
| April - | 127 | 114 | 88 | 72 | 89 | 92 | 74 | 172 | 135 | 260 | 157 | 153 | 106 | 96 | 108 | 112 | 93 | 204 | 173 | 307 | 33,800 | 44,535 | 20,455 | 21,458 | 27,223 | 24,544 | 20,479 | 44,281 | 51,453 | 65,517 | 1,257 | 1,454 | 899 | 964 | 980 | 958 | 915 | 2,003 | 1,751 | 2,537 |
| May - | 86 | 46 | 78 | 84 | 54 | 67 | 66 | 94 | 150 | 124 | 102 | 53 | 95 | 107 | 70 | 82 | 80 | 113 | 191 | 156 | 17,623 | 12,043 | 15,663 | 22,970 | 19,223 | 19,971 | 18,837 | 23,566 | 50,222 | 33,032 | 812 | 467 | 798 | 805 | 812 | 871 | 746 | 1,050 | 2,008 | 1,240 |
| June - | 45 | 49 | 75 | 43 | 60 | 63 | 75 | 75 | 153 | 154 | 59 | 65 | 85 | 60 | 73 | 76 | 101 | 92 | 180 | 198 | 10,205 | 15,468 | 17,079 | 16,065 | 17,771 | 19,016 | 42,537 | 13,701 | 36,840 | 55,344 | 558 | 558 | 1,182 | 713 | 634 | 825 | 3,304 | 697 | 1,368 | 2,712 |
| TOTALS | 1,937 | 1,797 | 1,872 | 1,814 | 1,648 | 1,521 | 2,204 | 1,803 | *3,590 | *3,757 | 2,370 | 2,170 | 2,306 | 2,226 | 2,004 | 1,890 | 2,692 | 2,191 | 4,259 | 4,554 | 444,336 | 429,856 | 443,334 | 484,082 | 440,058 | 463,335 | 693,092 | 507,643 | 911,429 | 1028776 | 19,005 | 17,683 | 20,661 | 19,581 | 18,211 | 18,376 | 28,566 | 20,534 | 37,540 | 41,991 |

*Note.*—In cases of Collision two, and sometimes more Ships are involved in one Casualty. This accounts for the number of Ships in Column 2 exceeding the number of Casualties in Column 1.

* Before making comparisons with the figures for previous years, about 700 lesser casualties should be deducted from the number of casualties for the year 1874–5, and about 850 from the year 1875–6. See page viii in Preface.

## Table 2. NUMBER OF VESSELS, showing BRITISH from FOREIGN, SAILING from STEAM, and COASTING from OVERSEA.

| Months. | British Ships. | | | | | | | | | | | Foreign Ships. | | | | | | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Belonging to the United Kingdom. | | | | | | | Belonging to the Colonies. | | | Total for British Ships. | Sailing Ships. | | | Steam Ships. | Total for Foreign Ships. | Ships whose Country and Employment are unknown. | |
| | Sailing Ships. | | | Passing United Kingdom, but bound from and to Ports out of the United Kingdom. | Steamers. | | Total Ships belonging to the United Kingdom to which Wrecks or Casualties have happened or which have been in collision. | Sailing Ships. | | Total Ships belonging to the Colonies, to which Wrecks or Casualties have happened, or which have been in collision. | | In the Coasting Trade. | Bound to or from British Ports, but not in British Coasting Trade. | Passing United Kingdom, but bound from and to Ports out of the United Kingdom. | | | | |
| | Coasting Colliers. | Other Coasters. | Oversea. | | Coasters. | Oversea. | | Employed in Coasting Trade of the United Kingdom. | Oversea. | | | | | | | | | |
| July - - | 40 | 96 | 27 | — | 24 | 10 | 197 | — | 1 | 1 | 198 | 2 | 21 | 1 | 1 | 25 | 2 | 225 |
| August - - | 27 | 85 | 38 | 1 | 16 | 16 | 183 | — | 1 | 1 | 184 | — | 20 | 2 | 4 | 26 | 8 | 218 |
| September - | 56 | 119 | 42 | 1 | 26 | 18 | 262 | — | 7 | 7 | 269 | 2 | 43 | 6 | 4 | 55 | 6 | 330 |
| October - - | 71 | 144 | 78 | 2 | 15 | 15 | 325 | — | 7 | 7 | 332 | 6 | 97 | 18 | 5 | 126 | 8 | 466 |
| November - | 192 | 285 | 181 | 5 | 31 | 39 | 733 | — | 2 | 2 | 735 | 7 | 121 | 33 | 5 | 166 | 12 | 913 |
| December - | 72 | 97 | 65 | 1 | 29 | 26 | 290 | — | — | — | 290 | 2 | 54 | 3 | 6 | 65 | 7 | 362 |
| January - - | 77 | 128 | 56 | 2 | 32 | 26 | 321 | 1 | 3 | 4 | 325 | 2 | 36 | 3 | 3 | 44 | 7 | 376 |
| February - | 54 | 102 | 60 | — | 21 | 9 | 246 | 1 | 2 | 3 | 249 | — | 23 | 4 | 1 | 28 | 5 | 282 |
| March - - | 183 | 229 | 139 | 2 | 25 | 23 | 601 | 2 | 15 | 17 | 618 | 3 | 65 | 17 | 3 | 88 | 15 | 721 |
| April - - | 64 | 109 | 56 | — | 23 | 9 | 261 | — | — | — | 261 | 1 | 27 | 6 | 5 | 39 | 7 | 307 |
| May - - | 26 | 58 | 22 | — | 10 | 12 | 128 | — | — | — | 128 | — | 25 | — | 1 | 26 | 2 | 156 |
| June - - | 33 | 64 | 44 | — | 11 | 9 | 161 | — | 4 | 4 | 165 | — | 28 | — | 4 | 32 | 1 | 198 |
| Total for 1875-6 | 895 | 1,516 | 808 | 14 | 263 | 212 | 3,708 | 4 | 42 | 46 | 3,754 | 25 | 560 | 93 | 42 | 720 | 80 | *4,554 |
| Total for 1866-7 | 598 | 752 | 491 | 8 | 83 | 35 | 1,967 | 5 | 29 | 34 | 2,001 | 12 | 253 | 55 | 3 | 323 | 46 | 2,370 |
| „ 1867-8 | 541 | 746 | 412 | 8 | 67 | 41 | 1,815 | 5 | 22 | 27 | 1,842 | 18 | 198 | 54 | 8 | 278 | 50 | 2,170 |
| „ 1868-9 | 553 | 733 | 478 | 6 | 102 | 43 | 1,915 | 3 | 29 | 32 | 1,947 | 26 | 224 | 38 | 7 | 295 | 64 | 2,306 |
| „ 1869-70 | 456 | 726 | 461 | 11 | 113 | 52 | 1,819 | 5 | 19 | 24 | 1,843 | 16 | 270 | 50 | 14 | 350 | 33 | 2,226 |
| „ 1870-1 | 448 | 662 | 386 | 13 | 87 | 66 | 1,662 | 8 | 30 | 38 | 1,700 | 12 | 209 | 30 | 14 | 265 | 39 | 2,004 |
| „ 1871-2 | 362 | 576 | 418 | 7 | 132 | 68 | 1,563 | 2 | 34 | 36 | 1,599 | 5 | 209 | 31 | 14 | 259 | 32 | 1,890 |
| „ 1872-3 | 456 | 711 | 598 | 9 | 114 | 144 | 2,032 | 4 | 37 | 41 | 2,073 | 36 | 396 | 66 | 21 | 519 | 100 | 2,692 |
| „ 1873-4 | 329 | 706 | 456 | 11 | 128 | 94 | 1,724 | 7 | 29 | 36 | 1,760 | 9 | 280 | 50 | 24 | 363 | 68 | 2,191 |
| „ 1874-5 | 847 | 1,457 | 649 | 22 | 270 | 198 | 3,443 | 9 | 51 | 60 | 3,503 | 20 | 408 | 86 | 34 | 548 | 208 | * 4,259 |

* Before making comparisons with the figures for previous years, about 800 vessels that met with lesser casualties should be deducted from the number of vessels for the year 1874–5, and about 950 from the number for the year 1875–6. See page viii in Preface.

## Table 3. NUMBER OF VESSELS, showing CARGOES.

| Months. | Ballast, not Colliers. | Coal. | Colliers in Ballast. | Cotton, Hemp, Jute, and Wool. | Fishing Smacks. | Fish or Oil. | Grain, Oatmeal, Flour, and Provisions. | General Cargo. | Metallic Ores, Machinery, and Wrought Iron. | Manure, Kelp, and Oil-cake. | Passengers and General Cargo. | Potatoes and Fruit. | Salt. | Sugar, Coffee, Spices, Tea, and Molasses. | Stone, Slate, Lime, Bricks, and Clay. | Timber and Bark. | Wine and Spirits. | Various and unknown. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| July - - | 39 | 42 | 8 | — | 17 | 2 | 9 | 6 | 12 | 7 | 9 | — | 12 | 2 | 27 | 14 | 1 | 18 | 225 |
| August - - | 52 | 42 | 6 | — | 19 | 1 | 10 | 8 | 7 | 3 | 12 | — | 6 | 2 | 21 | 9 | — | 20 | 218 |
| September - | 45 | 68 | 19 | 2 | 27 | 7 | 14 | 13 | 21 | 9 | 7 | 2 | 10 | 4 | 32 | 32 | 1 | 17 | 330 |
| October - - | 46 | 102 | 20 | 4 | 45 | 4 | 29 | 6 | 19 | 14 | 8 | 1 | 7 | 2 | 39 | 79 | — | 41 | 466 |
| November - - | 92 | 288 | 46 | 1 | 71 | 17 | 55 | 57 | 51 | 13 | 19 | 9 | 14 | 4 | 60 | 58 | — | 58 | 913 |
| December - - | 36 | 83 | 43 | 6 | 30 | 7 | 21 | 21 | 13 | 9 | 7 | 11 | 6 | 5 | 24 | 16 | 4 | 20 | 362 |
| January - - | 52 | 98 | 23 | 3 | 21 | 7 | 23 | 24 | 12 | 19 | 10 | 6 | 3 | 3 | 28 | 12 | — | 32 | 376 |
| February - - | 39 | 78 | 13 | 2 | 15 | 4 | 13 | 19 | 13 | 15 | 9 | 5 | 2 | 2 | 27 | 8 | 1 | 17 | 282 |
| March - - | 37 | 257 | 37 | 7 | 52 | 5 | 29 | 46 | 45 | 34 | 6 | 12 | 3 | 8 | 65 | 20 | — | 58 | 721 |
| April - - | 26 | 72 | 28 | 1 | 18 | 3 | 10 | 13 | 14 | 19 | 7 | 3 | 8 | 4 | 30 | 15 | 1 | 35 | 307 |
| May - - | 21 | 29 | 13 | 2 | 13 | — | 8 | 6 | 13 | 4 | 1 | 2 | 6 | 3 | 17 | 7 | 2 | 9 | 156 |
| June - - | 37 | 53 | 11 | 1 | 17 | — | 2 | 4 | 13 | 5 | 8 | — | 8 | 6 | 10 | 11 | — | 12 | 198 |
| Total for 1875–6 | 522 | 1,212 | 267 | 29 | 345 | 57 | 223 | 223 | 233 | 151 | 103 | 51 | 85 | 45 | 380 | 281 | 10 | 337 | *4,554 |
| Total in 1866–7 | 234 | 713 | 179 | 14 | 117 | 32 | 158 | 82 | 131 | 55 | 44 | 30 | 32 | 19 | 153 | 94 | 2 | 281 | 2,370 |
| „ 1867–8 | 229 | 617 | 165 | 4 | 173 | 35 | 120 | 82 | 105 | 54 | 36 | 36 | 50 | 12 | 137 | 84 | 3 | 228 | 2,170 |
| „ 1868–9 | 252 | 693 | 130 | 10 | 140 | 19 | 117 | 103 | 131 | 70 | 31 | 17 | 41 | 17 | 161 | 72 | 5 | 297 | 2,306 |
| „ 1869–70 | 247 | 559 | 160 | 12 | 124 | 25 | 145 | 114 | 131 | 44 | 44 | 16 | 34 | 24 | 164 | 116 | 5 | 262 | 2,226 |
| „ 1870–1 | 202 | 541 | 96 | 20 | 91 | 34 | 139 | 77 | 149 | 59 | 57 | 29 | 44 | 20 | 125 | 89 | 2 | 230 | 2,004 |
| „ 1871–2 | 218 | 524 | 104 | 14 | 126 | 29 | 105 | 88 | 147 | 60 | 35 | 20 | 47 | 18 | 101 | 52 | 2 | 200 | 1,890 |
| „ 1872–3 | 278 | 788 | 100 | 11 | 100 | 36 | 244 | 116 | 181 | 65 | 48 | 37 | 41 | 23 | 166 | 168 | 7 | 283 | 2,692 |
| „ 1873–4 | 256 | 539 | 67 | 13 | 165 | 15 | 131 | 110 | 138 | 75 | 56 | 34 | 43 | 14 | 175 | 161 | 3 | 196 | 2,191 |
| „ 1874–5 | 449 | 1,066 | 283 | 40 | 388 | 56 | 208 | 194 | 192 | 140 | 120 | 47 | 74 | 24 | 384 | 234 | 10 | 350 | *4,259 |

## Table 4. NUMBER OF VESSELS, showing AGE.

| Age. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Under 3 Years - - | 209 | 176 | 198 | 130 | 155 | 211 | 94 | 182 | 338 | 347 | 2,040 |
| 3 and not exceeding 7 Years | 322 | 297 | 406 | 307 | 302 | 374 | 209 | 354 | 646 | 639 | 3,856 |
| 8 „ 10 „ | 238 | 152 | 218 | 148 | 163 | 239 | 127 | 254 | 431 | 497 | 2,467 |
| 11 „ 14 „ | 262 | 268 | 308 | 218 | 198 | 242 | 136 | 227 | 490 | 535 | 2,884 |
| 15 „ 20 „ | 306 | 270 | 314 | 246 | 243 | 322 | 170 | 318 | 690 | 759 | 3,638 |
| 21 „ 30 „ | 441 | 383 | 436 | 272 | 311 | 344 | 163 | 297 | 572 | 655 | 3,874 |
| 31 „ 40 „ | 209 | 167 | 229 | 143 | 184 | 212 | 118 | 221 | 388 | 468 | 2,339 |
| 41 „ 50 „ | 118 | 100 | 112 | 63 | 81 | 86 | 61 | 81 | 179 | 143 | 1,024 |
| 51 „ 60 „ | 60 | 35 | 53 | 49 | 44 | 47 | 19 | 41 | 74 | 80 | 502 |
| 61 „ 70 „ | 36 | 28 | 18 | 20 | 19 | 24 | 13 | 13 | 31 | 41 | 243 |
| 71 „ 80 „ | 9 | 9 | 9 | 4 | 6 | 17 | 8 | 6 | 18 | 12 | 98 |
| 81 „ 90 „ | 3 | 8 | 5 | 5 | 8 | 4 | 2 | 5 | 11 | 12 | 63 |
| 91 „ 100 „ | 1 | — | 2 | — | — | 5 | — | 2 | 3 | 2 | 15 |
| 101 and upwards - - | 1 | — | — | 1 | 3 | 2 | 2 | 2 | 3 | 2 | 16 |
| Unknown - - - - | 298 | 238 | 286 | 259 | 210 | 252 | 84 | 188 | 385 | 362 | 2,562 |
| Totals - - | 2,513 | 2,131 | 2,594 | 1,865 | 1,927 | 2,381 | 1,206 | 2,191 | *4,259 | *4,554 | 25,621 |

* Before making comparisons with the figures for previous years, about 800 vessels that met with lesser casualties should be deducted from the number of vessels for the year 1874–5, and about 950 from the number for the year 1875–6. See page viii in Preface.

## Table 5. NUMBER and AGES of VESSELS, showing NATURE of VOYAGE.

| Trade in which engaged. | Under 3 Years. | 3 to 7. | 8 to 10. | 11 to 14. | 15 to 20. | 21 to 30. | 31 to 40. | 41 to 50. | 51 to 60. | 61 to 70. | 71 to 80. | 81 to 90. | 91 to 100. | 101 and upwards. | Unknown. | Total of each Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Foreign-going - | 142 | 237 | 153 | 161 | 201 | 120 | 48 | 7 | 4 | 1 | 1 | — | 1 | — | 99 | 1,175 |
| Home* - - | 33 | 70 | 58 | 61 | 95 | 89 | 42 | 10 | 5 | 4 | — | — | — | — | 19 | 486 |
| Coasting - - | 167 | 312 | 272 | 297 | 449 | 433 | 370 | 125 | 70 | 36 | 11 | 12 | 1 | 2 | 149 | 2,706 |
| Passing the United Kingdom - | 5 | 20 | 14 | 16 | 14 | 13 | 8 | 1 | 1 | — | — | — | — | — | 15 | 107 |
| Trade unknown - | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 80 | 80 |
| Total at each age | 347 | 639 | 497 | 535 | 759 | 655 | 468 | 143 | 80 | 41 | 12 | 12 | 2 | 2 | 362 | *4,554 |

* These vessels were trading between a British port and a port on the Continental Coast between the River Elbe and Brest.

## Table 6. NUMBER OF VESSELS, showing DESCRIPTION.

| Description. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. | Description. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Steam Ships - | 141 | 150 | 192 | 195 | 223 | 211 | 169 | 270 | 535 | 525 | Bt. forwd. - | 1,215 | 1,030 | 1,344 | 987 | 1,057 | 1,342 | 664 | 1,109 | 2,150 | 2,434 |
| Barges and Flats | 4 | 21 | 21 | 29 | 24 | 13 | 5 | 14 | 48 | 115 | Ketches - | 25 | 17 | 40 | 27 | 30 | 34 | 22 | 31 | 127 | 145 |
| Barques - - | 277 | 250 | 327 | 234 | 232 | 409 | 185 | 288 | 439 | 497 | Keels - - | 1 | 2 | 1 | — | — | — | — | 7 | — | — |
| Billy Boys - | 3 | 2 | 3 | 2 | 2 | 6 | — | — | — | — | Luggers - | 45 | 58 | 50 | 41 | 52 | 44 | 37 | 58 | 97 | 98 |
| Brigs - - | 429 | 312 | 468 | 276 | 282 | 357 | 146 | 216 | 438 | 533 | Polaccas - | 5 | 4 | 2 | — | 2 | 1 | 1 | 2 | 3 | 1 |
| Brigantines - | 287 | 243 | 265 | 199 | 219 | 242 | 123 | 212 | 446 | 505 | Ships - | 89 | 86 | 98 | 69 | 84 | 88 | 60 | 92 | 124 | 139 |
| Chasse Marée - | 1 | 2 | 2 | 2 | — | 2 | 1 | 2 | 2 | 1 | Schooners | 727 | 594 | 706 | 481 | 493 | 649 | 310 | 609 | 1,200 | 1,317 |
| Cobles - - | — | 1 | 1 | — | 3 | 2 | — | 2 | 2 | 11 | Sloops - | 112 | 99 | 114 | 60 | 66 | 53 | 27 | 84 | 128 | 114 |
| Cutters - - | 22 | 27 | 26 | 23 | 28 | 39 | 12 | 41 | 77 | 64 | Smacks - | 241 | 197 | 178 | 124 | 103 | 124 | 62 | 151 | 310 | 193 |
| Dandies - - | 35 | 16 | 24 | 23 | 32 | 44 | 19 | 54 | 155 | 154 | Snows - | 11 | 6 | 10 | 15 | 9 | 7 | 9 | 4 | 18 | 20 |
| Galliots - - | 15 | 5 | 12 | 3 | 11 | 17 | 4 | 7 | 8 | 18 | Trows - | — | 2 | 4 | 2 | 4 | 3 | 3 | 2 | 10 | 7 |
| Hermaphrodites | — | — | — | — | — | — | — | — | — | 4 | Yachts - | 3 | 3 | 2 | 3 | 1 | 3 | — | 4 | 4 | 9 |
| Hookers - - | 1 | 1 | 3 | 1 | 1 | — | — | 3 | — | 7 | Yawls - | 6 | 6 | 9 | 13 | 6 | 8 | 3 | 11 | 20 | 23 |
| | | | | | | | | | | | Unknown - | 33 | 27 | 36 | 43 | 20 | 25 | 8 | 27 | 68 | 48 |
| Carried over - | 1,215 | 1,030 | 1,344 | 987 | 1,057 | 1,342 | 664 | 1,109 | 2,150 | 2,434 | TOTALS - | 2,513 | 2,131 | 2,594 | 1,865 | 1,927 | 2,381 | 1,206 | 2,191 | *4259 | *4554 |

## Table 7. NUMBER OF VESSELS, showing TONNAGE, and distinguishing between TOTAL LOSSES, SERIOUS CASUALTIES, and MINOR CASUALTIES.

| | 1867. | | 1868. | | 1869. | | 1870. | | 1871. | | 1872. | | 1873. Jan. to June. | | 1873–4. | | 1874–5. | | | 1875–6. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total. | Partial. | Total. | Partial. | Total. | Partial. | Total. | Partial. | Total. | Partial. | Total. | Partial. | Total. | Partial. | Total. | Partial. | Total. | Serious. | Minor. | Total. | Serious. | Minor. |
| Under 50 tons - - | 190 | 242 | 205 | 230 | 197 | 265 | 141 | 186 | 128 | 221 | 127 | 239 | 59 | 110 | 142 | 314 | 150 | 201 | 543 | 133 | 172 | 480 |
| 50 to 100 tons - | 242 | 475 | 193 | 360 | 152 | 434 | 134 | 329 | 118 | 339 | 121 | 424 | 87 | 217 | 116 | 450 | 130 | 326 | 686 | 153 | 298 | 788 |
| 101 „ 200 „ - | 170 | 516 | 152 | 398 | 173 | 510 | 89 | 346 | 130 | 376 | 118 | 455 | 54 | 207 | 66 | 400 | 108 | 287 | 618 | 108 | 284 | 709 |
| 201 „ 300 „ - | 77 | 199 | 44 | 179 | 72 | 243 | 58 | 166 | 41 | 140 | 51 | 212 | 15 | 107 | 23 | 171 | 29 | 130 | 180 | 41 | 137 | 282 |
| 301 „ 400 „ - | 29 | 126 | 17 | 112 | 26 | 184 | 25 | 113 | 22 | 102 | 30 | 171 | 20 | 76 | 26 | 109 | 14 | 84 | 121 | 26 | 79 | 186 |
| 401 „ 500 „ - | 16 | 74 | 9 | 78 | 15 | 80 | 15 | 101 | 17 | 88 | 14 | 125 | 4 | 71 | 8 | 110 | 13 | 81 | 119 | 13 | 56 | 148 |
| 501 „ 600 „ - | 9 | 28 | 4 | 28 | 13 | 53 | 8 | 42 | 12 | 38 | 12 | 66 | 5 | 35 | 7 | 63 | 6 | 46 | 54 | 4 | 29 | 82 |
| 601 „ 700 „ - | 9 | 14 | 7 | 16 | 6 | 22 | 3 | 24 | 7 | 28 | 6 | 56 | 4 | 29 | 6 | 33 | 5 | 28 | 41 | 5 | 28 | 61 |
| 701 „ 800 „ - | 6 | 15 | 7 | 13 | 5 | 15 | 2 | 11 | 5 | 17 | 9 | 31 | 3 | 15 | 5 | 20 | 3 | 22 | 29 | 3 | 18 | 26 |
| 801 „ 900 „ - | 2 | 11 | 1 | 9 | 6 | 19 | 1 | 9 | 3 | 13 | 4 | 25 | 2 | 15 | 3 | 28 | 2 | 18 | 31 | 2 | 11 | 20 |
| 901 „ 1,000 „ - | 5 | 20 | 1 | 24 | 4 | 25 | 1 | 15 | 4 | 28 | — | 27 | 3 | 10 | 1 | 14 | 6 | 8 | 18 | 2 | 3 | 24 |
| 1,001 „ 1,100 „ - | 1 | 11 | 5 | 9 | 1 | 13 | 2 | 8 | — | 7 | 1 | 8 | 1 | 9 | 3 | 14 | 2 | 13 | 17 | — | 8 | 17 |
| 1,101 „ 1,200 „ - | 4 | 6 | 1 | 8 | 1 | 5 | 2 | 7 | 2 | 4 | 2 | 6 | 2 | 13 | — | 10 | 2 | 6 | 7 | 3 | 7 | 18 |
| 1,201 „ 1,300 „ - | 1 | 2 | — | 7 | 1 | 9 | 2 | 6 | 2 | 5 | 1 | 7 | — | 4 | 2 | 15 | — | 8 | 10 | 2 | 5 | 13 |
| 1,301 „ 1,400 „ - | — | 1 | 1 | 1 | — | 4 | 1 | 3 | 4 | 4 | 2 | 3 | — | 7 | 1 | 6 | — | 4 | 3 | 1 | — | 6 |
| 1,401 „ 1,500 „ - | 2 | 4 | — | 3 | 2 | 1 | — | 6 | 1 | 4 | 2 | 5 | — | 5 | 1 | 5 | 2 | 3 | 9 | 2 | 5 | 14 |
| 1,501 „ 1,700 „ - | 2 | 1 | — | 2 | 1 | 2 | 1 | 3 | — | 6 | 1 | 6 | — | 4 | 1 | 7 | 1 | 9 | 8 | 3 | 3 | 10 |
| 1,701 „ 2,000 „ - | 1 | — | 1 | — | — | 1 | 2 | 2 | — | 4 | — | 5 | — | 5 | — | 8 | 1 | 5 | 8 | — | 1 | 6 |
| 2,001 „ 2,500 „ - | — | 1 | — | — | — | 3 | — | 1 | — | 3 | 1 | 6 | — | 4 | — | — | 1 | 2 | 4 | — | 3 | 11 |
| 2,501 „ 3,000 „ - | — | 1 | — | 1 | — | — | — | — | 1 | 2 | — | 1 | — | — | — | 1 | — | — | 1 | — | — | 1 |
| 3,001 „ 3,500 „ - | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — | — | 1 | — | — | 1 | — | — | 2 |
| 3,501 „ 4,000 „ - | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| 4,001 „ and upwards - | — | — | — | 4 | — | 1 | — | — | — | 1 | — | — | — | 4 | — | 1 | — | — | — | — | — | — |
| Totals - | 766 | 1,747 | 648 | 1,483 | 705 | 1,889 | 487 | 1,378 | 497 | 1,430 | 502 | 1,879 | 259 | 947 | 411 | 1,780 | 475 | 1,276 | 2,508 | 502 | 1,147 | 2,905 |
| | 2,513 | | 2,131 | | 2,594 | | 1,865 | | 1,927 | | 2,381 | | 1,206 | | 2,191 | | *4,259 | | | *4,554 | | |

* Before making comparisons with the figures for previous years, about 800 vessels that met with lesser casualties should be deducted from the number of vessels for the year 1874–5, and about 950 from the number for the year 1875–6. See page viii in Preface.

## Table 8. NUMBER OF WRECKS, &c., showing the PARTS OF THE COASTS on which they happened.

| Months. | East Coast; Dungeness to Duncansby Head (inclusive). | | | | | | | | | | South Coast; Dungeness to Land's End (exclusive). | | | | | | | | | | West Coast; Land's End to Mull of Kintyre (inclusive). | | | | | | | | | | North and West Coasts of Scotland, from the Mull of Kintyre to Duncansby Head; including the Northern Islands, Hebrides, Islay, Orkney, Shetland, &c. | | | | | | | | | | Scilly Islands. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. |
| July | 26 | 30 | 30 | 18 | 25 | 22 | 24 | 26 | 46 | 71 | 11 | 5 | 5 | 6 | 7 | 23 | 7 | 10 | 27 | 22 | 7 | 8 | 8 | 18 | 9 | 15 | 10 | 34 | 32 | 59 | 1 | 3 | 1 | 3 | 3 | 2 | 2 | 1 | – | 6 | – | 2 | – | – | 1 | 1 | 1 | – | – | 2 | – |
| August | 33 | 17 | 57 | 29 | 48 | 50 | 50 | 36 | 79 | 73 | 7 | 4 | 20 | 12 | 6 | 16 | 8 | 28 | 59 | 30 | 15 | 12 | 56 | 17 | 14 | 35 | 17 | 40 | 63 | 45 | 1 | 2 | 6 | 2 | 4 | 3 | 4 | 7 | 10 | 8 | – | – | – | – | – | – | – | – | – | 2 |
| September | 87 | 57 | 69 | 95 | 43 | 81 | 62 | 42 | 86 | 113 | 20 | 9 | 21 | 39 | 7 | 23 | 19 | 15 | 50 | 32 | 35 | 21 | 25 | 87 | 26 | 35 | 51 | 34 | 90 | 104 | 2 | 4 | 5 | 5 | 9 | 3 | 3 | 2 | 4 | 7 | – | – | – | 1 | – | – | – | – | – | – |
| October | 59 | 80 | 99 | 261 | 116 | 50 | 80 | 68 | 260 | 249 | 14 | 19 | 20 | 17 | 38 | 18 | 22 | 27 | 63 | 40 | 21 | 49 | 36 | 37 | 134 | 34 | 57 | 63 | 158 | 73 | 4 | 4 | 8 | 4 | 5 | 2 | 9 | 5 | 22 | 11 | – | – | 1 | – | – | 1 | 1 | 2 | – | – |
| November | 144 | 130 | 66 | 100 | 60 | 83 | 169 | 132 | 190 | 538 | 25 | 19 | 16 | 15 | 9 | 30 | 53 | 38 | 64 | 85 | 49 | 22 | 37 | 56 | 32 | 38 | 88 | 54 | 116 | 115 | 7 | 2 | 1 | 2 | 5 | 3 | 7 | 2 | 14 | 5 | – | – | 1 | – | – | – | 3 | 1 | – | 3 |
| December | 118 | 336 | 156 | 160 | 109 | 97 | 195 | 64 | 342 | 167 | 11 | 21 | 24 | 25 | 12 | 18 | 74 | 10 | 82 | 22 | 59 | 51 | 50 | 78 | 28 | 43 | 101 | 35 | 144 | 54 | 6 | 8 | 2 | 3 | 6 | – | 3 | 7 | 8 | 5 | – | – | 2 | 5 | – | 4 | – | 1 | – | – |
| January | 192 | 117 | 118 | 65 | 87 | 112 | 141 | 81 | 152 | 161 | 78 | 28 | 29 | 13 | 17 | 39 | 47 | 17 | 58 | 37 | 100 | 77 | 41 | 43 | 55 | 64 | 79 | 54 | 122 | 68 | 5 | 12 | 5 | 2 | 1 | 5 | 4 | 4 | 6 | 5 | 1 | 3 | 2 | 3 | – | 1 | 1 | – | – | – |
| February | 68 | 78 | 157 | 98 | 157 | 75 | 103 | 73 | 108 | 111 | 15 | 24 | 17 | 19 | 16 | 9 | 45 | 35 | 23 | 23 | 23 | 66 | 44 | 33 | 47 | 32 | 103 | 75 | 66 | 63 | 3 | – | 6 | 5 | 5 | 2 | 2 | 17 | – | 5 | 2 | – | – | 1 | 1 | – | 1 | 3 | – | – | – |
| March | 70 | 59 | 133 | 68 | 76 | 47 | 57 | 73 | 198 | 355 | 63 | 24 | 21 | 10 | 19 | 18 | 21 | 17 | 35 | 67 | 58 | 30 | 63 | 23 | 35 | 28 | 59 | 47 | 81 | 125 | 2 | 4 | 1 | 1 | 3 | 2 | 1 | 10 | 1 | 14 | 8 | – | – | – | – | 1 | 1 | 1 | – | – |
| April | 53 | 55 | 40 | 30 | 41 | 32 | 34 | 37 | 70 | 159 | 19 | 11 | 9 | 9 | 9 | 8 | 9 | 21 | 22 | 40 | 40 | 24 | 24 | 23 | 27 | 34 | 21 | 67 | 32 | 46 | 1 | 8 | 3 | 2 | 2 | 2 | 1 | 5 | 1 | 2 | 1 | – | – | 1 | – | – | – | 6 | – | – |
| May | 50 | 18 | 31 | 21 | 22 | 18 | 37 | 54 | 62 | 59 | 7 | 2 | 16 | 10 | 5 | 11 | 7 | 10 | 30 | 12 | 11 | 9 | 18 | 35 | 19 | 17 | 15 | 18 | 34 | 37 | 4 | 7 | 3 | 2 | 3 | 1 | 1 | 3 | 12 | 4 | – | – | – | 2 | – | 1 | 1 | – | 1 | – |
| June | 18 | 19 | 48 | 18 | 27 | 21 | 36 | 30 | 67 | 63 | — | 7 | 7 | 8 | 7 | 8 | 13 | 13 | 36 | 17 | 16 | 9 | 12 | 12 | 14 | 17 | 15 | 24 | 39 | 33 | 8 | 10 | 2 | 2 | 5 | 4 | 4 | 3 | 1 | 10 | 1 | – | – | – | 1 | – | 1 | – | – | 1 |
| Totals | 918 | 996 | 1,004 | 963 | 811 | 688 | 988 | 716 | 1660 | 2119 | 270 | 173 | 205 | 183 | 152 | 221 | 325 | 241 | 549 | 427 | 434 | 378 | 414 | 462 | 440 | 392 | 616 | 545 | 977 | 822 | 44 | 64 | 43 | 33 | 51 | 29 | 41 | 66 | 77 | 83 | 17 | 3 | 7 | 12 | 6 | 8 | 15 | 10 | 4 | 7 |

*(Continued)*

| Months. | Lundy Island. | | | | | | | | | | Isle of Man. | | | | | | | | | | Irish Coast. | | | | | | | | | | Totals. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. |
| July | – | – | 1 | – | 1 | – | – | – | – | – | – | – | – | 1 | 1 | 2 | – | 1 | 2 | 1 | 6 | 6 | 4 | 11 | 3 | 5 | 8 | 11 | 13 | 25 | 51 | 54 | 49 | 57 | 50 | 70 | 52 | 83 | 120 | 184 |
| August | 1 | – | 1 | – | – | 2 | 1 | – | – | 2 | 2 | 1 | – | – | 1 | 1 | 1 | – | 2 | 2 | 2 | 2 | 20 | 10 | 6 | 10 | 10 | 10 | 30 | 7 | 61 | 38 | 160 | 70 | 79 | 117 | 91 | 121 | 243 | 169 |
| September | 2 | 3 | 2 | – | – | – | – | – | 2 | – | 1 | – | 3 | 1 | 2 | – | – | 1 | 1 | 1 | 12 | 9 | 19 | 9 | 24 | 9 | 11 | 6 | 19 | 21 | 159 | 103 | 144 | 237 | 111 | 151 | 148 | 100 | 249 | 280 |
| October | – | 4 | 4 | – | 1 | 1 | 3 | 1 | – | – | 2 | 2 | 2 | 2 | 5 | 2 | 3 | – | 3 | 1 | 13 | 16 | 10 | 12 | 39 | 21 | 17 | 13 | 44 | 26 | 113 | 174 | 179 | 333 | 339 | 129 | 193 | 177 | 551 | 400 |
| November | 1 | 1 | 4 | – | 1 | – | 1 | – | 3 | – | – | 1 | – | – | – | – | 9 | 2 | 3 | 1 | 19 | 8 | 20 | 9 | 12 | 9 | 31 | 15 | 33 | 34 | 245 | 183 | 145 | 182 | 119 | 163 | 361 | 244 | 423 | 781 |
| December | – | 2 | 1 | – | 1 | – | 1 | – | 4 | – | 3 | 3 | 7 | 1 | 3 | – | 1 | 1 | 6 | – | 14 | 20 | 24 | 34 | 16 | 8 | 17 | 23 | 36 | 21 | 211 | 441 | 266 | 306 | 175 | 170 | 392 | 141 | 622 | 269 |
| January | 2 | 1 | 2 | 1 | – | 1 | 1 | 1 | – | 1 | 10 | 8 | 2 | 1 | 1 | 2 | 8 | – | 4 | – | 69 | 44 | 16 | 12 | 13 | 25 | 28 | 13 | 42 | 32 | 461 | 288 | 216 | 139 | 177 | 248 | 309 | 171 | 382 | 305 |
| February | – | 1 | 1 | – | 1 | – | 1 | 1 | – | – | 1 | – | 5 | 1 | 2 | – | 3 | 1 | 1 | 2 | 15 | 9 | 14 | 17 | 18 | 20 | 33 | 53 | 26 | 26 | 127 | 178 | 245 | 174 | 246 | 139 | 293 | 255 | 224 | 230 |
| March | 3 | – | 1 | – | 1 | – | 1 | 1 | – | 1 | 3 | 1 | – | – | 1 | 1 | 2 | – | – | 4 | 44 | 11 | 8 | 14 | 14 | 15 | 10 | 21 | 18 | 39 | 251 | 129 | 227 | 117 | 149 | 112 | 150 | 170 | 338 | 601 |
| April | 2 | 1 | 1 | 1 | – | 1 | 1 | – | – | – | – | – | – | 2 | 1 | – | – | 1 | – | 2 | 11 | 15 | 11 | 6 | 8 | 14 | 8 | 35 | 10 | 11 | 127 | 114 | 88 | 72 | 89 | 92 | 74 | 172 | 135 | 260 |
| May | 1 | – | – | – | – | 1 | – | – | – | 3 | 1 | 1 | 1 | 2 | 1 | 1 | – | – | – | – | 12 | 9 | 9 | 12 | 4 | 17 | 5 | 9 | 11 | 8 | 86 | 46 | 78 | 84 | 54 | 67 | 66 | 94 | 150 | 124 |
| June | – | – | – | – | – | – | – | 1 | – | 3 | – | – | 1 | 1 | – | – | – | – | – | 2 | 2 | 4 | 5 | 2 | 6 | 13 | 6 | 4 | 10 | 25 | 45 | 49 | 75 | 43 | 60 | 63 | 75 | 75 | 153 | 154 |
| Totals | 12 | 13 | 18 | 2 | 6 | 6 | 10 | 5 | 8 | 12 | 23 | 17 | 21 | 11 | 19 | 11 | 25 | 7 | 23 | 12 | 219 | 153 | 160 | 148 | 163 | 166 | 184 | 213 | 292 | 275 | 1,937 | 1,797 | 1,872 | 1,814 | 1,648 | 1,521 | 2,204 | 1,803 | *3590 | *3757 |

* Before making comparisons with the figures for previous years, about 700 lesser casualties should be deducted from the number of casualties for the year 1874–5, and about 850 from the number for the year 1875–6.

See page viii in Preface.

## Table 9. NUMBER OF WRECKS, &c., showing the DIRECTION of the WIND.

| Points of Compass. | July. | | | | | | | | | | August. | | | | | | | | | | September. | | | | | | | | | | October. | | | | | | | | | | November. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. |
| N. | 4 | 1 | 3 | 1 | 5 | 1 | 4 | – | – | 5 | – | 1 | 10 | – | 8 | 1 | 3 | 1 | 3 | 9 | 1 | 5 | 5 | 1 | 3 | 7 | 7 | 4 | 8 | 4 | 6 | 8 | 2 | 49 | 4 | 2 | 7 | 8 | 9 | 12 | 6 | 9 | 11 | 6 | 5 | 8 | 12 | 3 | 29 | 93 |
| N. by E. | 1 | – | – | – | – | – | – | – | – | 1 | – | – | 2 | 1 | 2 | – | 1 | – | – | – | – | – | – | – | – | – | 1 | – | – | – | – | 1 | – | 10 | 1 | – | – | 1 | 1 | 1 | 3 | 1 | 1 | – | – | – | – | – | 1 | 19 |
| N.N.E. | 3 | 1 | 4 | 1 | 5 | – | 1 | – | – | 12 | – | – | 7 | 4 | 4 | 1 | 4 | – | 7 | 6 | 1 | 4 | 2 | – | – | 9 | 9 | 2 | – | 3 | 5 | 5 | 2 | 39 | 3 | 2 | 10 | 2 | 3 | 4 | 7 | 9 | 8 | 7 | 8 | 7 | 23 | 2 | 10 | 56 |
| N.E. by N. | – | – | – | – | 2 | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | – | – | – | 1 | – | – | 1 | – | – | – | 2 | 1 | – | 2 | 9 | 1 | – | – | – | – | – | – | 2 | – | – | – | 1 | – | – | – | 3 |
| N.E. | 5 | 4 | 1 | 2 | 3 | 1 | 5 | – | 3 | 15 | 3 | 2 | 6 | 6 | 9 | 1 | 9 | 1 | 15 | 18 | 7 | 3 | 18 | 2 | 2 | 8 | 4 | 4 | 6 | 8 | 11 | 3 | 5 | 37 | 5 | 3 | 8 | 4 | 13 | 8 | 7 | 19 | 8 | 2 | 5 | 10 | 26 | 13 | 12 | 76 |
| N.E. by E. | – | 1 | – | – | – | – | – | – | – | 2 | – | – | – | – | – | – | – | 1 | 1 | – | – | – | 1 | – | – | 4 | – | – | 1 | – | – | – | 1 | 1 | 2 | – | – | – | 1 | 1 | 1 | 1 | 4 | 1 | – | – | 4 | 1 | 1 | 3 |
| E.N.E. | – | 4 | 3 | 1 | 3 | 1 | 2 | 1 | – | 10 | 2 | 1 | 6 | 4 | – | 3 | – | – | 6 | 3 | – | – | 12 | 1 | 1 | 11 | 1 | 1 | – | 4 | 3 | 1 | 1 | 10 | 6 | – | 3 | – | 2 | 8 | 10 | 24 | 13 | 2 | 1 | 12 | 14 | 9 | 4 | 32 |
| E. by N. | 1 | – | 4 | – | – | – | 1 | – | – | – | – | – | – | – | 1 | 2 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | 1 | – | – | – | – | 6 | 2 | 2 | 4 | – | 1 | 1 | 1 | 2 | 3 | 7 |
| E. | 4 | 2 | 3 | – | 4 | 2 | 3 | – | 4 | 8 | – | 2 | 7 | 4 | 3 | 3 | 9 | 4 | 7 | 14 | 2 | 4 | 18 | 2 | 3 | 17 | – | 3 | 2 | 19 | 5 | 1 | 5 | 2 | 8 | 2 | 4 | 1 | 9 | 29 | 8 | 10 | 4 | 2 | 4 | 15 | 4 | 30 | 11 | 33 |
| E. by S | – | – | – | – | 1 | – | – | – | – | – | – | – | – | 1 | 1 | – | – | 1 | – | – | – | – | 6 | – | 1 | 3 | 1 | 1 | – | 2 | 1 | – | – | – | 3 | 1 | 1 | – | 1 | 7 | – | 1 | – | – | – | 3 | 1 | 4 | 1 | 5 |
| E.S.E. | – | 1 | 2 | 2 | – | 1 | 1 | 1 | 3 | 3 | – | – | 3 | – | – | 2 | 1 | 3 | 2 | 3 | 2 | 2 | 10 | 3 | 3 | 13 | – | 5 | 2 | 18 | 4 | 5 | – | 2 | 10 | 5 | 2 | 1 | 8 | 50 | 1 | 1 | 5 | – | 4 | 10 | 3 | 23 | 22 | 17 |
| S.E. by E. | – | 1 | – | 1 | – | – | – | – | – | 1 | – | – | – | – | – | – | 1 | 1 | 1 | – | – | – | 1 | – | – | 3 | – | – | – | – | 2 | – | – | – | – | – | – | 1 | 4 | 2 | 1 | – | – | – | 1 | – | 2 | 2 | 3 |
| S.E. | 1 | 2 | 3 | 2 | 2 | 4 | 5 | 3 | 4 | 7 | 4 | 1 | 4 | – | 1 | 4 | 9 | 3 | 4 | 1 | 3 | 6 | 9 | 6 | 5 | 16 | 4 | 4 | 16 | 17 | 16 | 1 | 3 | 3 | 23 | 10 | 7 | 2 | 5 | 93 | 3 | 1 | 4 | 4 | 6 | 4 | 8 | 6 | 37 | 23 |
| S.E. by S. | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | – | – | – | 1 | – | – | – | 1 | – | 1 | – | 1 | – | – | – | – | 1 | 1 | – | 1 | – | – | 1 | 1 | – | – | – | 1 | 1 | 1 | 1 | 1 |
| S.S.E. | – | 1 | – | 5 | 1 | 1 | 3 | 3 | 2 | 6 | 3 | – | 3 | – | 1 | 4 | 5 | 6 | 1 | 3 | 2 | 5 | 6 | 7 | 5 | 7 | 1 | 3 | 12 | 9 | 10 | 4 | 3 | 2 | 14 | 14 | 3 | 3 | 5 | 26 | 10 | 1 | 10 | – | 3 | 6 | 14 | 5 | 21 | 17 |
| S. by E. | 1 | 1 | – | – | – | – | – | 3 | – | 1 | – | – | 2 | – | – | 2 | – | – | – | 2 | 2 | – | 1 | – | – | – | – | 1 | – | 4 | 2 | – | – | 2 | 3 | 2 | 1 | – | 4 | 2 | 2 | 1 | 1 | 2 | 1 | – | 2 | – | 7 | 1 |
| S. | – | 1 | 3 | 1 | – | 3 | 5 | 18 | 8 | 8 | 4 | 2 | 7 | 2 | 4 | 13 | 7 | 5 | 6 | 6 | 18 | 4 | 3 | 15 | 3 | 4 | 5 | 4 | 16 | 12 | 3 | 3 | 3 | 14 | 24 | 12 | 16 | 5 | 23 | 19 | 14 | 10 | 12 | 6 | 6 | 7 | 15 | 9 | 28 | 21 |
| S. by W. | – | – | – | 1 | – | – | – | 1 | 1 | 1 | 1 | – | 1 | – | 1 | – | – | – | – | – | 2 | 2 | – | – | – | – | – | – | – | 2 | – | – | 1 | 1 | 1 | 3 | 1 | 1 | 4 | 4 | 1 | 3 | – | 1 | – | 4 | 1 | 4 | 2 |
| S.S.W. | 1 | 3 | 2 | 4 | 2 | 6 | 1 | 10 | 9 | 4 | 3 | 1 | 14 | 2 | 1 | 10 | 3 | 4 | 17 | 14 | 19 | 3 | 9 | 12 | 10 | 6 | 8 | – | 25 | 24 | 5 | 15 | 13 | 5 | 19 | 17 | 11 | 8 | 68 | 16 | 18 | 13 | 12 | 8 | 7 | 21 | 44 | 13 | 20 | 22 |
| S.W. by S. | 1 | – | – | 1 | – | – | – | 1 | 1 | – | – | 1 | 1 | – | – | – | – | – | 3 | 1 | 1 | 1 | – | 3 | 2 | – | 1 | 1 | 6 | 4 | – | – | 1 | 2 | 4 | 1 | 1 | 2 | 14 | 1 | 2 | 2 | 1 | – | 2 | – | 5 | 2 | 3 | – |
| S.W. | 5 | 5 | 2 | 10 | 2 | 11 | 5 | 16 | 26 | 22 | 10 | 10 | 18 | 7 | 4 | 19 | 7 | 12 | 46 | 23 | 23 | 12 | 15 | 36 | 19 | 10 | 17 | 12 | 58 | 22 | 6 | 28 | 23 | 17 | 38 | 17 | 29 | 26 | 111 | 34 | 24 | 11 | 8 | 10 | 17 | 13 | 66 | 11 | 27 | 36 |
| S.W. by W. | – | – | – | – | – | 4 | – | 1 | 1 | – | 1 | 2 | 2 | – | – | 1 | 1 | 2 | 3 | 2 | 1 | 4 | – | 3 | 3 | 1 | 2 | – | 2 | 6 | – | 5 | – | 2 | 3 | 1 | 1 | 3 | 17 | 1 | – | 1 | – | 3 | – | – | 5 | 3 | – | 3 |
| W.S.W. | 6 | 6 | – | 9 | 2 | 9 | – | 8 | 15 | 7 | 3 | 5 | 7 | 6 | 4 | 8 | 6 | 12 | 42 | 14 | 20 | 6 | 3 | 14 | 11 | 5 | 14 | 4 | 38 | 14 | 8 | 27 | 20 | 7 | 27 | 6 | 22 | 21 | 62 | 15 | 26 | 5 | 3 | 18 | 6 | 4 | 38 | 19 | 21 | 46 |
| W. by S. | 1 | – | – | – | 2 | 1 | 1 | – | – | 1 | – | – | 1 | 3 | – | 2 | 1 | 2 | 4 | 2 | 3 | 2 | – | 1 | 1 | – | 2 | 2 | 2 | 4 | 1 | 1 | 2 | 1 | 4 | – | 1 | 4 | 14 | – | 2 | – | 1 | 6 | 2 | – | 4 | 2 | 3 | 4 |
| W. | 3 | 3 | 6 | 5 | 5 | 11 | 4 | 9 | 11 | 8 | 4 | 2 | 7 | 5 | 6 | 8 | 2 | 17 | 28 | 17 | 12 | 10 | 7 | 26 | 13 | 5 | 14 | 16 | 20 | 18 | 8 | 18 | 10 | 6 | 34 | 7 | 19 | 19 | 51 | 14 | 21 | 5 | 6 | 20 | 8 | 2 | 16 | 19 | 23 | 24 |
| W. by N. | 2 | – | – | – | – | – | 1 | 1 | 2 | 3 | 3 | 1 | 4 | 2 | 1 | – | 1 | 1 | 3 | – | 1 | 3 | 2 | 8 | 4 | – | 3 | – | 5 | 4 | – | 1 | 4 | 1 | 5 | 1 | 2 | 3 | 10 | 1 | 3 | 3 | – | 4 | 3 | – | 5 | 2 | 2 | 9 |
| W.N.W. | 3 | 3 | 4 | 4 | 2 | 4 | 1 | 2 | 6 | 9 | 7 | 1 | 12 | 5 | 1 | 9 | 8 | 15 | 15 | 8 | 11 | 9 | 2 | 42 | 1 | 4 | 12 | 8 | 11 | 25 | 4 | 11 | 30 | 16 | 37 | 8 | 9 | 18 | 42 | 11 | 14 | 12 | 5 | 23 | 5 | 11 | 13 | 22 | 30 | 37 |
| N.W. by W. | 1 | 1 | – | – | – | – | – | – | 1 | – | – | 1 | 1 | – | 1 | – | 1 | – | 1 | 3 | – | 2 | – | 1 | 1 | – | 17 | 2 | 1 | 2 | – | 2 | – | – | 2 | – | – | – | – | – | 1 | 3 | – | 3 | – | 1 | 2 | 1 | – | 2 |
| N.W. | 3 | 5 | 3 | 2 | 3 | 3 | 2 | 4 | 4 | 19 | 8 | 3 | 16 | 6 | 7 | 6 | 5 | 20 | 13 | 6 | 15 | 8 | – | 27 | 6 | 6 | 2 | 17 | 10 | 27 | 4 | 18 | 28 | 25 | 22 | 8 | 19 | 30 | 45 | 13 | 26 | 10 | 7 | 27 | 10 | 10 | 14 | 23 | 38 | 71 |
| N.W. by N. | – | – | – | – | 1 | – | – | – | 1 | 1 | 1 | – | 2 | 1 | 3 | 1 | – | 1 | 1 | – | – | – | – | 1 | – | – | 8 | – | – | – | – | 1 | 2 | 2 | 1 | – | – | 1 | 2 | – | 1 | 1 | 1 | 4 | 1 | 3 | – | 2 | 4 | 5 |
| N.N.W. | 1 | 3 | – | – | 4 | – | 1 | – | – | 10 | – | – | 7 | 4 | 3 | 6 | 2 | 3 | 3 | 2 | 3 | 4 | 1 | 9 | – | 1 | 3 | 3 | 3 | 9 | 5 | 5 | 9 | 42 | 6 | 1 | 7 | 9 | 14 | 10 | 12 | 11 | 1 | 16 | 5 | 3 | 9 | 6 | 21 | 60 |
| N. by W. | 1 | – | 1 | – | – | 1 | 1 | 1 | – | 1 | – | – | – | 1 | – | 2 | – | – | – | – | – | – | – | 1 | – | – | 2 | 1 | – | – | 1 | – | 2 | 5 | – | 1 | – | 1 | – | 1 | 1 | 1 | – | 1 | 1 | – | 1 | 1 | – | 3 | 11 |
| Calm | 2 | 2 | – | 1 | – | 1 | 4 | 1 | 4 | 10 | 1 | 1 | 2 | 1 | 4 | 4 | – | 3 | 4 | 10 | – | – | 1 | 1 | 2 | 2 | 5 | 2 | 4 | 5 | 1 | 1 | – | 4 | 3 | 3 | 2 | 2 | 10 | 3 | – | – | 1 | 2 | 4 | 2 | 2 | 3 | 11 | 7 |
| Variable | – | – | 1 | – | – | 1 | 1 | – | 3 | 2 | 1 | – | – | – | 2 | – | 2 | 1 | 2 | – | 1 | 1 | – | 2 | – | 1 | 4 | – | – | 5 | – | 3 | 1 | 1 | 4 | – | 4 | – | 1 | 1 | 1 | – | – | 1 | – | 1 | – | – | 8 | 14 |
| Unknown | 1 | 3 | 4 | 4 | 1 | 4 | – | 2 | 8 | 8 | 1 | 1 | 7 | 6 | 5 | 6 | 2 | 2 | 4 | 1 | 8 | 3 | 11 | 13 | 11 | 7 | – | – | 1 | 6 | 1 | 5 | 6 | 14 | 21 | 1 | 2 | 2 | 4 | 4 | 12 | 8 | 13 | 6 | 3 | 7 | 4 | 5 | 15 | 18 |
| TOTALS | 51 | 54 | 49 | 57 | 50 | 70 | 52 | 83 | 120 | 184 | 61 | 38 | 160 | 70 | 79 | 117 | 91 | 121 | 243 | 169 | 159 | 103 | 144 | 237 | 111 | 151 | 148 | 100 | 249 | 280 | 113 | 174 | 179 | 333 | 339 | 129 | 193 | 177 | 551 | 400 | 245 | 183 | 145 | 182 | 119 | 163 | 361 | 244 | 423 | 781 |

(*continued*)

Table 9—*continued.*

| Points of Compass. | December. | | | | | | | | | | January. | | | | | | | | | | February. | | | | | | | | | | March. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. |
| N. | 6 | 89 | 1 | 5 | 5 | 5 | 7 | 4 | 44 | 7 | 8 | 2 | 1 | 1 | 8 | 1 | 4 | 2 | 5 | 3 | 1 | 12 | 12 | 4 | 1 | 2 | 12 | 3 | 7 | 5 | 4 | 3 | 26 | 6 | 3 | 3 | 2 | 10 | 18 | 81 |
| N. by E. | – | 15 | 1 | 1 | – | 1 | – | – | 5 | 2 | 3 | 1 | – | 1 | 2 | – | – | 1 | – | – | – | 1 | 1 | – | – | – | 3 | – | 1 | 1 | – | 2 | 1 | 3 | – | – | – | – | 1 | 4 |
| N.N.E. | – | 77 | 4 | 15 | 3 | 8 | 12 | 1 | 55 | 7 | 13 | 2 | – | 3 | 5 | 2 | 2 | – | 1 | 6 | 3 | 10 | 1 | 2 | 2 | – | 13 | – | 9 | 5 | 1 | 1 | 28 | 2 | 7 | 3 | 5 | 5 | 12 | 28 |
| N.E. by N. | – | 5 | – | – | – | 2 | 2 | – | 3 | 2 | 1 | – | – | – | – | – | – | – | 1 | 2 | – | 1 | – | – | – | – | – | – | – | 2 | – | 1 | – | 2 | 1 | 1 | – | – | 1 | 1 |
| N.E. | 1 | 44 | 11 | 37 | 11 | 4 | 18 | 4 | 77 | 18 | 48 | 9 | 2 | 5 | 5 | 1 | 5 | – | 5 | 23 | 2 | 13 | 5 | 4 | 7 | 2 | 26 | 3 | 15 | 12 | 6 | – | 43 | 11 | 8 | 5 | 14 | 4 | 11 | 21 |
| N.E. by E. | – | 4 | – | 3 | 1 | – | – | – | 4 | – | 6 | 1 | – | – | – | – | – | – | – | 1 | – | – | – | 1 | – | – | – | – | – | – | – | – | 4 | 6 | – | – | 1 | – | – | 1 |
| E.N.E. | 5 | 3 | 3 | 15 | 10 | 10 | 8 | – | 44 | 14 | 18 | 8 | – | 3 | 5 | 1 | 2 | – | 6 | 21 | 1 | – | 7 | 14 | 4 | 6 | 17 | 4 | 14 | 3 | 11 | 1 | 14 | 17 | 6 | 4 | 12 | 1 | 8 | 7 |
| E. by N. | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 2 | 7 | 4 | 1 | 1 | – | – | 2 | – | – | – | – | 3 | – | – | 1 | 6 | 1 | – | 6 | – | 2 | 1 | 2 | – | – | 3 | – | 1 | 5 | 1 | 1 | 1 |
| E. | 3 | 5 | 1 | 12 | 25 | 3 | 10 | – | 14 | 26 | 15 | 15 | 1 | 1 | 8 | 2 | 5 | 2 | 6 | 30 | 1 | 1 | 6 | 30 | 8 | 2 | 25 | 4 | 25 | 2 | 30 | 1 | 9 | 13 | 2 | 3 | 17 | 1 | 30 | 24 |
| E. by S. | 1 | 1 | 1 | – | 7 | – | 5 | – | – | 2 | 1 | 3 | – | – | 1 | – | – | – | – | – | – | – | 3 | 5 | 3 | – | 4 | – | 5 | – | 7 | – | – | 2 | 1 | – | 6 | 1 | 5 | 1 |
| E.S.E. | 3 | 1 | 2 | 8 | 17 | 1 | 8 | – | 9 | 8 | 24 | 7 | – | 2 | 3 | 2 | 7 | 1 | 7 | 14 | 2 | – | 6 | 3 | 40 | 1 | 26 | 9 | 21 | 9 | 61 | – | 1 | 1 | 4 | 2 | 15 | 2 | 16 | 14 |
| S.E. by E. | – | – | – | 2 | 1 | – | 1 | – | 1 | – | – | 1 | 1 | – | – | – | 1 | – | – | – | 1 | – | – | – | 5 | 3 | 5 | 3 | – | 1 | 4 | – | 2 | – | 1 | – | – | – | – | – |
| S.E. | 10 | 2 | 13 | 9 | 18 | 1 | 20 | 2 | 34 | 5 | 81 | 7 | 11 | 8 | 9 | 10 | 15 | 4 | 18 | 17 | 6 | – | 2 | 15 | 32 | 23 | 52 | 44 | 16 | 14 | 51 | 3 | 10 | 2 | 7 | 7 | 6 | 4 | 23 | 9 |
| S.E. by S. | 1 | 1 | – | – | 3 | – | 2 | – | – | – | 7 | – | 1 | 1 | 1 | – | 4 | – | – | – | – | – | – | 3 | 3 | 1 | – | 3 | – | 1 | 3 | – | 2 | 1 | 2 | 1 | – | – | 3 | – |
| S.S.E. | 4 | 5 | 23 | 6 | 5 | 1 | 22 | 1 | 25 | 5 | 45 | 3 | 19 | 2 | 20 | 7 | 18 | 1 | 36 | 10 | 3 | – | – | 13 | 23 | 24 | 18 | 61 | 12 | 7 | 12 | 2 | 4 | – | 6 | 10 | 7 | – | 12 | 5 |
| S. by E. | – | 1 | 2 | 3 | – | – | 5 | – | 3 | 1 | 2 | 3 | 7 | 3 | 4 | 2 | 1 | – | 4 | 3 | – | – | – | 6 | – | – | 3 | 8 | 1 | 1 | – | 1 | – | – | 1 | 1 | – | – | – | 1 |
| S. | 10 | 4 | 25 | 18 | 4 | 2 | 16 | 8 | 33 | 12 | 21 | 10 | 44 | 13 | 26 | 25 | 28 | 11 | 40 | 28 | 1 | 3 | 2 | 18 | 9 | 16 | 12 | 27 | 13 | 6 | 4 | 4 | 7 | 2 | 15 | 7 | 12 | 2 | 11 | 5 |
| S. by W. | 1 | 1 | 5 | 3 | 1 | 1 | 12 | – | 3 | 2 | 5 | 4 | 7 | 1 | 4 | 3 | 4 | 2 | 4 | 3 | – | – | – | 1 | 2 | 5 | – | 1 | – | 1 | 1 | – | – | 1 | – | 2 | 2 | – | 2 | – |
| S.S.W. | 18 | 14 | 33 | 39 | 3 | 5 | 50 | 12 | 29 | 21 | 17 | 50 | 35 | 14 | 21 | 72 | 49 | 16 | 27 | 26 | 15 | 7 | 14 | 5 | 19 | 14 | 8 | 25 | 11 | 6 | 6 | 10 | 2 | 5 | 16 | 17 | 7 | 10 | 10 | 7 |
| S.W. by S. | 3 | – | 3 | 3 | – | 2 | 1 | 2 | 3 | 2 | 3 | 5 | 5 | 3 | 1 | 6 | 10 | 1 | 3 | 3 | – | 1 | 3 | 1 | 2 | 2 | – | – | 2 | – | – | 1 | – | 2 | 1 | – | – | 2 | 2 | – |
| S.W. | 42 | 15 | 47 | 41 | 1 | 28 | 59 | 22 | 38 | 38 | 49 | 45 | 29 | 20 | 14 | 59 | 58 | 33 | 65 | 55 | 17 | 22 | 39 | 5 | 20 | 18 | 11 | 18 | 17 | 43 | 6 | 24 | 9 | 12 | 24 | 16 | 11 | 15 | 21 | 49 |
| S.W. by W. | 1 | 3 | 4 | 1 | 1 | 2 | 4 | 1 | 3 | 4 | 4 | 6 | 2 | 1 | 3 | 3 | 7 | – | 4 | 1 | 2 | 4 | 3 | – | 1 | 1 | – | 2 | 2 | 2 | 1 | 1 | – | 1 | 3 | – | – | 2 | 2 | 5 |
| W.S.W. | 32 | 5 | 35 | 23 | 7 | 25 | 37 | 21 | 30 | 23 | 15 | 25 | 12 | 18 | 9 | 19 | 29 | 22 | 42 | 17 | 10 | 20 | 28 | 4 | 14 | 7 | 4 | 5 | 8 | 26 | 4 | 20 | 3 | 3 | 8 | 5 | 2 | 16 | 11 | 72 |
| W. by S. | 7 | 2 | 3 | 3 | – | 5 | 3 | 4 | 3 | 2 | 3 | 1 | 3 | 3 | 2 | – | 4 | 5 | 6 | – | 3 | 8 | 5 | – | – | – | – | – | 1 | 5 | 1 | 1 | – | 1 | 1 | – | – | 4 | 2 | 7 |
| W. | 12 | 10 | 11 | 10 | 15 | 10 | 26 | 17 | 28 | 13 | 12 | 18 | 14 | 10 | 3 | 16 | 10 | 25 | 42 | 11 | 16 | 21 | 19 | 7 | 16 | 2 | 5 | 7 | 8 | 21 | 6 | 10 | 4 | 3 | 7 | 5 | 4 | 19 | 21 | 66 |
| W. by N. | – | 1 | 1 | 2 | 4 | 2 | 3 | 4 | 3 | 2 | 3 | 1 | 3 | 1 | – | – | – | 3 | 2 | 1 | 8 | 4 | 8 | 1 | 3 | 2 | 1 | 2 | 1 | 2 | 2 | 5 | 1 | – | – | 1 | – | 4 | 5 | 7 |
| W.N.W. | 18 | 14 | 10 | 6 | 11 | 9 | 25 | 12 | 31 | 21 | 7 | 11 | 5 | 6 | 3 | 8 | 9 | 16 | 21 | 5 | 20 | 8 | 21 | 3 | 8 | 1 | 5 | 4 | 3 | 16 | 2 | 10 | 6 | 4 | 3 | 4 | 5 | 16 | 22 | 71 |
| N.W. by W. | – | 1 | – | – | – | 1 | – | – | 3 | 1 | – | – | – | 2 | – | – | – | 2 | – | – | – | 1 | 1 | – | 1 | – | – | – | – | 2 | – | – | – | – | – | 1 | 2 | – | 3 | – | 2 |
| N.W. | 15 | 31 | 6 | 8 | 8 | 20 | 21 | 10 | 50 | 7 | 12 | 13 | 2 | 2 | 5 | 6 | 8 | 7 | 8 | 7 | 8 | 19 | 26 | 4 | 8 | 2 | 8 | 5 | 6 | 13 | 5 | 14 | 19 | 4 | 3 | 5 | 11 | 25 | 33 | 45 |
| N.W. by N. | 1 | 3 | 2 | 1 | – | 2 | – | – | 2 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | – | 1 | – | 1 | – | 1 | – | 3 | – | 1 | – | – | – | 1 | – |
| N.N.W. | 5 | 45 | 5 | 8 | 2 | 5 | 6 | 3 | 24 | 5 | 4 | 6 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 5 | – | 12 | 18 | 3 | 1 | – | 8 | 3 | 4 | 4 | 2 | 9 | 18 | 2 | 2 | 4 | 4 | 13 | 22 | 42 |
| N. by W. | 1 | 5 | – | 1 | 1 | 3 | 2 | 1 | 4 | 1 | – | – | – | – | – | 1 | – | 1 | – | 1 | – | 1 | – | – | – | – | 1 | 2 | 1 | 1 | – | 1 | 3 | 1 | 1 | – | – | – | – | 3 |
| Calm | 1 | 1 | 2 | – | 4 | 4 | 1 | 2 | 4 | 6 | 1 | 3 | 2 | 4 | 1 | 1 | 1 | 3 | 7 | 8 | 1 | – | 1 | 4 | – | 4 | 2 | 4 | 11 | 9 | 1 | – | – | – | 5 | 2 | 2 | 2 | 2 | 3 |
| Variable | – | 5 | – | 1 | 1 | 1 | 1 | 4 | 1 | 3 | – | 3 | – | – | – | – | – | 3 | 1 | – | 1 | 1 | 1 | – | 1 | 1 | 9 | 3 | 1 | 7 | 1 | – | – | 1 | 3 | 1 | – | 1 | 7 | 10 |
| Unknown | 9 | 27 | 11 | 21 | 3 | 6 | 3 | 4 | 5 | 5 | 32 | 24 | 9 | 9 | 11 | – | 26 | 8 | 19 | 1 | 5 | 8 | 12 | 11 | 12 | – | 8 | 5 | 6 | 2 | 16 | 4 | 8 | 6 | 6 | – | – | 7 | 23 | 9 |
| TOTALS | 211 | 441 | 266 | 306 | 175 | 170 | 392 | 141 | 622 | 269 | 461 | 288 | 216 | 139 | 177 | 248 | 309 | 171 | 382 | 305 | 127 | 178 | 245 | 174 | 246 | 139 | 293 | 255 | 224 | 230 | 251 | 129 | 227 | 117 | 149 | 112 | 150 | 170 | 338 | 601 |

(*continued.*)

Table 9—*continued.*

| Points of Compass. | April. | | | | | | | | | | May. | | | | | | | | | | June. | | | | | | | | | | Totals. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. |
| N. | 2 | 1 | 2 | 4 | 4 | 6 | 9 | 4 | 4 | 6 | 2 | – | 1 | 5 | 2 | 5 | 4 | 6 | 3 | 3 | 6 | 3 | 5 | 3 | 3 | 1 | 4 | 3 | 10 | 11 | 46 | 134 | 79 | 85 | 51 | 42 | 75 | 48 | 140 | 239 |
| N. by E. | – | 1 | – | – | – | – | – | 1 | – | – | – | – | 1 | – | – | – | – | – | – | 1 | – | – | 1 | – | 1 | – | – | 2 | – | – | 8 | 22 | 8 | 16 | 6 | 1 | 5 | 5 | 9 | 29 |
| N.N.E. | 2 | 4 | 2 | 3 | – | 3 | 12 | – | 6 | 11 | 1 | 1 | 1 | 2 | 2 | 4 | 3 | 7 | 1 | 5 | – | 1 | 16 | 2 | 7 | – | 4 | 7 | 3 | 5 | 36 | 115 | 75 | 80 | 46 | 39 | 98 | 26 | 107 | 148 |
| N.E. by N. | – | 1 | – | – | – | – | – | 1 | – | 1 | – | – | – | – | – | – | – | – | – | 1 | – | – | – | 1 | 1 | – | 1 | – | – | – | 2 | 10 | 3 | 12 | 5 | 5 | 3 | 1 | 6 | 14 |
| N.E. | 8 | 16 | 6 | 2 | 8 | 4 | 14 | 6 | 28 | 31 | 11 | – | 5 | 1 | 10 | 5 | 3 | 19 | 5 | 21 | 3 | 1 | 14 | 2 | 6 | – | 3 | 10 | 2 | 8 | 112 | 114 | 124 | 111 | 79 | 44 | 135 | 68 | 192 | 259 |
| N.E. by E. | – | 1 | 1 | – | – | – | 1 | – | 1 | 4 | – | – | – | – | – | – | 1 | – | 1 | 1 | 1 | – | 1 | – | 2 | – | – | 2 | – | 1 | 8 | 11 | 9 | 11 | 5 | 4 | 7 | 4 | 9 | 15 |
| E.N.E. | – | 7 | 7 | – | 5 | 8 | 4 | 1 | 14 | 36 | 12 | 1 | 12 | 1 | 2 | 5 | – | 5 | 6 | 18 | – | 1 | 1 | 1 | 2 | – | 1 | 3 | 6 | 2 | 62 | 51 | 79 | 69 | 45 | 61 | 64 | 25 | 110 | 158 |
| E. by N. | – | 1 | – | 1 | – | 1 | 1 | – | 1 | 2 | 3 | – | 2 | – | 1 | – | – | 2 | – | 3 | 2 | – | 1 | – | – | – | 2 | – | – | 2 | 12 | 6 | 13 | 12 | 9 | 7 | 18 | 7 | 14 | 29 |
| E. | – | 4 | 7 | 2 | 6 | 5 | 2 | 4 | 12 | 17 | 10 | 1 | 10 | 2 | 3 | 1 | 6 | 11 | 8 | 14 | 3 | 1 | 2 | 1 | 1 | – | 3 | 2 | 4 | 10 | 81 | 47 | 73 | 71 | 75 | 55 | 88 | 62 | 132 | 226 |
| E. by S. | – | 1 | – | – | 1 | – | – | – | 2 | 2 | 1 | 1 | 4 | – | – | – | 1 | 1 | – | 3 | 1 | – | – | – | – | – | – | 2 | – | 2 | 12 | 7 | 14 | 8 | 19 | 7 | 19 | 10 | 14 | 24 |
| E.S.E. | 1 | 4 | 3 | 1 | 5 | 1 | 2 | 7 | 3 | 8 | 9 | 2 | 16 | 1 | 1 | – | 1 | 5 | 4 | 6 | – | – | – | – | 4 | 2 | 1 | 1 | 5 | 3 | 107 | 23 | 48 | 23 | 91 | 40 | 67 | 58 | 102 | 153 |
| S.E. by E. | – | – | – | – | 1 | – | – | 1 | – | – | 1 | 1 | – | – | 1 | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | 10 | 4 | 4 | 3 | 9 | 7 | 7 | 7 | 6 | 10 |
| S.E. | 1 | 8 | 2 | 2 | 13 | 3 | 2 | 7 | 6 | 9 | 11 | 4 | 3 | 5 | 7 | 1 | 3 | 7 | 8 | 5 | 1 | 6 | 1 | 1 | 4 | 4 | 2 | 4 | 1 | 8 | 188 | 41 | 65 | 57 | 127 | 87 | 133 | 90 | 172 | 208 |
| S.E. by S. | – | – | – | 1 | 1 | – | – | – | – | 3 | 1 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | – | – | 14 | 1 | 3 | 7 | 12 | 3 | 10 | 4 | 5 | 6 |
| S.S.E. | 2 | 5 | 4 | 4 | – | 1 | 1 | 5 | 8 | 7 | 6 | 1 | 1 | 6 | 1 | – | 3 | 1 | 2 | 1 | – | – | – | – | 3 | 1 | 1 | – | 3 | 2 | 97 | 27 | 73 | 45 | 82 | 76 | 96 | 89 | 139 | 98 |
| S. by E. | 2 | – | – | 1 | – | – | – | 1 | – | 3 | – | – | 1 | – | – | 1 | 1 | – | – | – | – | 1 | – | – | – | – | – | – | – | – | 12 | 8 | 14 | 17 | 9 | 8 | 13 | 10 | 22 | 18 |
| S. | 3 | 1 | 3 | 3 | 8 | 2 | – | 9 | 7 | 11 | 8 | 2 | – | 5 | 2 | 1 | 2 | – | 11 | 1 | – | 1 | 1 | 2 | 1 | 2 | 4 | – | 3 | 4 | 86 | 45 | 110 | 99 | 102 | 94 | 122 | 98 | 199 | 133 |
| S. by W. | 1 | – | – | 2 | – | 1 | – | 1 | – | – | – | 2 | – | 1 | – | – | – | – | 1 | – | – | 1 | – | – | – | – | 1 | – | – | 2 | 15 | 11 | 17 | 11 | 10 | 15 | 24 | 7 | 16 | 17 |
| S.S.W. | 4 | 4 | 5 | 1 | 3 | 5 | – | 14 | 6 | 13 | 1 | 5 | – | 8 | – | 3 | – | 1 | 5 | – | 1 | 1 | – | 2 | – | 5 | 2 | 3 | 6 | 12 | 108 | 126 | 139 | 105 | 101 | 181 | 183 | 116 | 233 | 165 |
| S.W. by S. | 1 | – | 1 | 1 | – | 1 | – | 1 | – | – | – | – | – | 4 | – | – | – | – | – | – | 1 | – | – | – | – | – | – | 3 | 3 | 2 | 12 | 11 | 15 | 20 | 12 | 12 | 18 | 15 | 40 | 13 |
| S.W. | 17 | 9 | 15 | 9 | 7 | 11 | 2 | 18 | 7 | 25 | 3 | 7 | 2 | 16 | 3 | 7 | 5 | 8 | 30 | 2 | 8 | 3 | 6 | 2 | 3 | 13 | 11 | 12 | 24 | 23 | 210 | 191 | 213 | 185 | 152 | 222 | 281 | 203 | 470 | 372 |
| S.W. by W. | 1 | 1 | 1 | 1 | 1 | – | – | 4 | 1 | 2 | – | – | – | 1 | – | – | – | 1 | 2 | – | 1 | 1 | – | – | – | – | – | – | – | – | 12 | 28 | 12 | 13 | 15 | 13 | 20 | 19 | 37 | 26 |
| W.S.W. | 17 | 6 | 7 | 2 | 4 | 7 | 1 | 13 | 7 | 8 | – | 3 | 4 | 5 | – | 16 | 4 | 2 | 15 | 3 | 2 | 2 | 4 | 3 | 3 | 2 | 5 | 5 | 29 | 16 | 143 | 130 | 126 | 112 | 95 | 113 | 162 | 148 | 320 | 261 |
| W. by S. | 1 | – | – | – | – | – | 2 | 2 | 2 | – | – | – | – | – | – | 1 | 1 | – | 2 | – | – | 1 | 3 | – | – | 1 | 4 | – | 8 | 1 | 22 | 16 | 18 | 18 | 12 | 10 | 23 | 25 | 47 | 26 |
| W. | 18 | 16 | 2 | 5 | 3 | 8 | 2 | 8 | 7 | 11 | – | 4 | 3 | 3 | 3 | 8 | 8 | – | 13 | 6 | 3 | 4 | 2 | 4 | – | 12 | 7 | 6 | 18 | 10 | 115 | 121 | 91 | 104 | 113 | 94 | 117 | 162 | 270 | 219 |
| W. by N. | 1 | – | 1 | – | 1 | – | – | 3 | 1 | 2 | – | – | – | – | 1 | – | 3 | – | 1 | 2 | 2 | 1 | 1 | 2 | – | – | – | 1 | 1 | – | 25 | 20 | 25 | 21 | 22 | 6 | 19 | 24 | 36 | 33 |
| W.N.W. | 12 | 8 | 2 | 7 | 4 | 2 | 4 | 22 | 3 | 6 | – | 1 | 3 | 2 | 3 | 4 | 2 | – | 5 | 6 | 1 | 7 | 1 | 2 | 3 | 4 | 6 | 3 | 8 | 8 | 99 | 95 | 101 | 120 | 81 | 68 | 99 | 138 | 197 | 223 |
| N.W. by W. | 1 | 1 | – | – | – | – | 1 | 3 | – | 2 | – | – | – | – | – | – | 1 | – | 1 | – | – | – | – | – | – | – | – | – | – | 1 | 3 | 12 | 2 | 6 | 6 | 4 | 22 | 11 | 7 | 15 |
| N.W. | 22 | 4 | 4 | 6 | 2 | 9 | 6 | 12 | 4 | 9 | – | 1 | 1 | 4 | 3 | 2 | 5 | 6 | 10 | 9 | 4 | 5 | 2 | 7 | 5 | 10 | 5 | 4 | 3 | 6 | 122 | 131 | 114 | 122 | 82 | 87 | 106 | 163 | 224 | 232 |
| N.W. by N. | – | 2 | 1 | 1 | 1 | 1 | – | – | – | – | – | – | – | – | – | – | 1 | – | – | 1 | – | – | – | 1 | – | 2 | – | – | – | – | 4 | 8 | 11 | 11 | 9 | 9 | 10 | 4 | 12 | 7 |
| N.N.W. | 6 | 4 | 5 | 2 | 1 | 8 | 4 | 12 | 1 | 7 | – | 1 | 3 | – | – | 1 | 2 | 6 | 3 | 4 | – | – | 7 | 2 | 2 | – | 3 | – | 3 | 3 | 38 | 100 | 75 | 90 | 27 | 30 | 51 | 60 | 100 | 161 |
| N. by W. | – | – | – | 1 | – | – | – | – | – | – | – | – | – | 1 | – | – | – | – | – | 1 | 1 | 1 | – | 1 | – | – | – | – | 1 | 1 | 5 | 9 | 8 | 11 | 4 | 7 | 9 | 7 | 9 | 21 |
| Calm | 1 | – | 1 | 3 | 2 | 3 | 4 | 4 | 2 | 9 | 2 | 4 | 2 | 2 | 5 | 1 | 2 | 1 | 10 | 3 | 1 | 3 | 1 | 3 | 3 | 4 | 1 | 2 | 8 | 7 | 12 | 15 | 13 | 25 | 33 | 31 | 26 | 29 | 77 | 80 |
| Variable | – | – | – | 3 | 1 | 1 | – | – | – | 4 | – | 1 | 2 | 2 | – | 1 | 2 | 1 | 1 | – | – | 1 | – | 1 | – | – | 1 | – | – | 2 | 5 | 15 | 5 | 12 | 13 | 7 | 25 | 13 | 25 | 48 |
| Unknown | 3 | 4 | 6 | 4 | 7 | 1 | – | 8 | 2 | 11 | 4 | 3 | 1 | 7 | 4 | – | 2 | 4 | 2 | 4 | 3 | 2 | 5 | 1 | 5 | – | 2 | – | 3 | 2 | 94 | 92 | 93 | 102 | 89 | 32 | 49 | 47 | 92 | 71 |
| Totals | 127 | 114 | 88 | 72 | 89 | 92 | 74 | 172 | 135 | 260 | 86 | 46 | 78 | 84 | 54 | 67 | 66 | 94 | 150 | 124 | 45 | 49 | 75 | 43 | 60 | 63 | 75 | 75 | 153 | 154 | 1,937 | 1,797 | 1,872 | 1,814 | 1,648 | 1,521 | 2,204 | 1,803 | *3,590 | *3,757 |

* Before making comparisons with the figures for previous years, about 700 lesser casualties should be deducted from the number of casualties for the year 1874–5, and about 850 from the number for the year 1875–6. See page viii in Preface.

## Table 10. NUMBER OF WRECKS, &c., showing FORCE of the WIND.

| Force of Wind.* | July. | | | | | | | | | | August. | | | | | | | | | | September. | | | | | | | | | | Force of Wind.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | |
| Force 0 | 2 | 2 | — | 1 | — | 1 | 5 | 1 | 4 | 10 | 1 | 1 | 2 | 2 | 4 | 4 | — | 3 | 4 | 10 | — | — | 2 | 1 | 2 | 2 | 2 | 2 | 4 | 5 | Force 0 |
| „ 1 | 1 | 1 | 1 | — | 1 | 2 | 3 | 5 | 9 | 12 | 2 | 1 | — | 5 | 1 | 6 | 4 | 2 | 12 | 20 | 2 | — | 5 | — | 6 | 5 | 5 | 1 | 5 | 9 | „ 1 |
| „ 2 | 7 | 3 | 11 | 3 | 11 | 5 | 12 | 11 | 13 | 15 | 1 | 6 | 7 | 9 | 9 | 9 | 11 | 6 | 17 | 17 | 4 | 6 | 11 | 10 | 14 | 5 | 8 | 5 | 20 | 21 | „ 2 |
| „ 3 | 2 | 1 | 1 | 6 | 5 | 5 | 3 | 6 | 8 | 9 | 1 | 4 | 3 | 3 | 5 | 9 | 6 | 5 | 13 | 22 | 3 | 5 | 2 | 1 | 4 | 3 | 5 | 2 | 6 | 14 | „ 3 |
| „ 4 | 8 | 4 | 6 | 12 | 12 | 9 | 10 | 7 | 21 | 26 | 14 | 8 | 12 | 5 | 12 | 20 | 6 | 14 | 28 | 31 | 12 | 16 | 6 | 19 | 11 | 14 | 15 | 18 | 29 | 26 | „ 4 |
| „ 5 | 15 | 9 | 6 | 11 | 8 | 13 | 8 | 18 | 21 | 24 | 14 | 9 | 13 | 9 | 11 | 12 | 13 | 22 | 38 | 32 | 17 | 18 | 19 | 18 | 7 | 24 | 26 | 17 | 34 | 30 | „ 5 |
| „ 6 | 3 | 11 | 3 | 8 | 9 | 15 | 3 | 20 | 20 | 42 | 8 | 5 | 10 | 16 | 11 | 10 | 16 | 18 | 49 | 19 | 20 | 24 | 21 | 15 | 16 | 33 | 25 | 23 | 47 | 32 | „ 6 |
| „ 7 | 5 | 2 | 4 | 1 | 2 | 5 | 2 | 6 | 6 | 20 | 2 | 1 | 8 | 5 | 2 | 3 | 9 | 10 | 28 | 8 | 13 | 1 | 6 | 7 | 2 | 7 | 18 | 10 | 26 | 22 | „ 7 |
| „ 8 | 3 | 2 | 6 | 1 | — | — | 2 | 3 | 6 | 10 | — | 1 | 4 | 1 | 5 | 5 | 5 | 15 | 27 | 4 | 15 | 6 | 5 | 4 | 7 | 6 | 12 | 3 | 35 | 32 | „ 8 |
| „ 9 | 4 | 16 | 3 | 10 | — | 11 | 2 | 3 | 2 | 4 | 14 | 1 | 76 | 8 | 11 | 24 | 12 | 19 | 15 | 3 | 55 | 20 | 41 | 90 | 15 | 37 | 15 | 10 | 25 | 32 | „ 9 |
| „ 10 | 1 | — | 2 | — | — | — | 1 | — | — | 4 | 1 | — | 14 | 1 | 4 | 9 | 1 | 3 | 6 | 1 | 10 | 3 | 9 | 23 | 4 | 5 | 11 | 3 | 16 | 37 | „ 10 |
| „ 11 | — | — | — | — | — | — | — | — | — | 1 | — | — | 1 | — | — | 2 | — | 1 | — | 1 | — | 1 | — | 6 | 2 | 3 | 1 | — | 1 | 11 | „ 11 |
| „ 12 | — | — | — | — | — | — | — | — | — | — | — | — | 4 | — | — | 2 | 1 | — | — | — | 3 | 1 | 5 | 31 | 10 | 2 | 1 | — | — | — | „ 12 |
| Variable | — | — | — | — | — | 2 | — | 1 | 3 | 1 | 1 | — | — | — | — | 1 | 4 | — | 2 | — | — | — | — | — | 1 | 4 | — | 6 | — | 6 | Variable. |
| Unknown | — | 3 | 6 | 4 | 2 | 2 | 1 | 2 | 7 | 6 | 2 | 1 | 6 | 6 | 4 | 1 | 3 | 3 | 4 | 1 | 5 | 2 | 12 | 12 | 10 | 1 | 4 | — | 1 | 3 | Unknown. |
| Totals - | 51 | 54 | 49 | 57 | 50 | 70 | 52 | 83 | 120 | 184 | 61 | 38 | 160 | 70 | 79 | 117 | 91 | 121 | 243 | 169 | 159 | 103 | 144 | 237 | 111 | 151 | 148 | 100 | 249 | 280 | Totals. |

(*Continued*)

| Force of Wind.* | October. | | | | | | | | | | November. | | | | | | | | | | December. | | | | | | | | | | Force of Wind.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | |
| Force 0 | 1 | 1 | — | 4 | 3 | 3 | 2 | 2 | 10 | 3 | — | — | 1 | 2 | 4 | 2 | 2 | 3 | 14 | 7 | 1 | 1 | 2 | — | 4 | 4 | 2 | 2 | 4 | 6 | Force 0 |
| „ 1 | 2 | 6 | 4 | — | 5 | 1 | 5 | 4 | 5 | 7 | 3 | 4 | 2 | 4 | 7 | 6 | 5 | 7 | 6 | 10 | 4 | 1 | — | — | 5 | 2 | 5 | 5 | 14 | 15 | „ 1 |
| „ 2 | 17 | 8 | 3 | 15 | 12 | 12 | 8 | 12 | 11 | 7 | 3 | 4 | 7 | 8 | 14 | 13 | 7 | 15 | 22 | 20 | 3 | 6 | 8 | 9 | 8 | 17 | 14 | 12 | 25 | 28 | „ 2 |
| „ 3 | 6 | 2 | 3 | 6 | 3 | 7 | 4 | 9 | 20 | 15 | — | 3 | 1 | 1 | 6 | 2 | 9 | 5 | 20 | 10 | 6 | — | 3 | 1 | 4 | 6 | 6 | 5 | 15 | 33 | „ 3 |
| „ 4 | 20 | 15 | 14 | 17 | 15 | 14 | 13 | 16 | 35 | 24 | 19 | 18 | 15 | 14 | 13 | 24 | 14 | 26 | 40 | 35 | 19 | 15 | 15 | 22 | 17 | 30 | 24 | 18 | 49 | 34 | „ 4 |
| „ 5 | 18 | 32 | 15 | 24 | 22 | 18 | 26 | 20 | 62 | 34 | 31 | 28 | 24 | 33 | 17 | 28 | 25 | 17 | 28 | 50 | 24 | 18 | 15 | 32 | 23 | 18 | 34 | 22 | 50 | 30 | „ 5 |
| „ 6 | 19 | 22 | 26 | 14 | 35 | 22 | 36 | 21 | 73 | 78 | 40 | 26 | 25 | 36 | 16 | 20 | 46 | 36 | 71 | 73 | 32 | 21 | 24 | 32 | 47 | 10 | 39 | 20 | 72 | 39 | „ 6 |
| „ 7 | 5 | 7 | 8 | 1 | 22 | 8 | 18 | 17 | 57 | 40 | 22 | 9 | 7 | 4 | 5 | 13 | 46 | 31 | 33 | 88 | 8 | 4 | 7 | 21 | 13 | 9 | 30 | 10 | 59 | 23 | „ 7 |
| „ 8 | 7 | 21 | — | 2 | 28 | 12 | 27 | 20 | 55 | 45 | 13 | 21 | 5 | 8 | 9 | 7 | 45 | 32 | 40 | 119 | 8 | 12 | 2 | 15 | 5 | 7 | 42 | 11 | 58 | 27 | „ 8 |
| „ 9 | 15 | 45 | 60 | 169 | 101 | 17 | 36 | 23 | 114 | 83 | 85 | 53 | 37 | 34 | 15 | 25 | 75 | 42 | 57 | 150 | 76 | 100 | 135 | 112 | 25 | 31 | 67 | 11 | 95 | 17 | „ 9 |
| „ 10 | 3 | 7 | 32 | 26 | 48 | 10 | 12 | 20 | 80 | 44 | 9 | 7 | 4 | 28 | 7 | 20 | 58 | 21 | 61 | 167 | 17 | 184 | 25 | 26 | 15 | 19 | 73 | 14 | 134 | 7 | „ 10 |
| „ 11 | — | 4 | 8 | 13 | 10 | 2 | 1 | 1 | 6 | 16 | 1 | — | — | 2 | 2 | 1 | 13 | 3 | 7 | 30 | 1 | 21 | 6 | 4 | 2 | 3 | 33 | 5 | 24 | 1 | „ 11 |
| „ 12 | — | 2 | 2 | 29 | 17 | 2 | 2 | 1 | 18 | — | 10 | 2 | 2 | 3 | 1 | — | 12 | 1 | 4 | — | 7 | 34 | 9 | 11 | 1 | 8 | 21 | 2 | 17 | — | „ 12 |
| Variable | — | — | — | — | 1 | — | — | 9 | 1 | — | — | 1 | — | — | — | — | — | — | 6 | 5 | — | 1 | — | — | 1 | — | — | 1 | 1 | 1 | Variable |
| Unknown | — | 2 | 4 | 13 | 17 | 1 | 3 | 2 | 4 | 4 | 9 | 7 | 15 | 5 | 3 | 2 | 4 | 5 | 14 | 17 | 5 | 23 | 15 | 21 | 5 | 6 | 2 | 3 | 5 | 8 | Unknown |
| Totals - | 113 | 174 | 179 | 333 | 339 | 129 | 193 | 177 | 551 | 400 | 245 | 183 | 145 | 182 | 119 | 163 | 361 | 244 | 423 | 781 | 211 | 441 | 266 | 306 | 175 | 170 | 392 | 141 | 622 | 269 | Totals. |

* Figures to denote the Force of the Wind.

0. Calm.
1. Light Airs - Just sufficient to give steerage way.
2. Light Breeze - With which a Ship with all Sail set and clean full would go in smooth water. 1 to 2 knots.
3. Gentle Breeze - 3 to 4 „
4. Moderate Breeze - 5 to 6 „
5. Fresh Breeze - In which she could just carry in chase, full and by: Royals, &c.
6. Strong Breeze - Single Reefs and T.G. Sails.
7. Moderate Gale - Double Reefs and Jib.
8. Fresh Gale - Triple Reefs, &c.
9. Strong Gale - Close Reefs and Courses.
10. Whole Gale - In which she could just bear close-reefed Main Topsail and reefed Foresail.
11. Storm - Under Storm Staysail.
12. Hurricane - Under Bare Poles.

## Table 10—*continued*.

| Force of Wind.* | January. | | | | | | | | | | February. | | | | | | | | | | March. | | | | | | | | | | April. | | | | | | | | | | Force of Wind.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | |
| Force 0 | 1 | 3 | 2 | 4 | 1 | 1 | 1 | 3 | 7 | 8 | 1 | — | 2 | 4 | – | 4 | 2 | 4 | 11 | 9 | 1 | — | — | 1 | 5 | 2 | 2 | 2 | 2 | 3 | 1 | — | 2 | 4 | 2 | 3 | 4 | 4 | 2 | 9 | Force 0 |
| „ 1 | 1 | 2 | 4 | 1 | 6 | 6 | 4 | 5 | 7 | 10 | — | — | 4 | 1 | 5 | 4 | 9 | 5 | 17 | 4 | 2 | — | 1 | 1 | 6 | 4 | 8 | 2 | 8 | 2 | 4 | 1 | 10 | 7 | 6 | 2 | 5 | 5 | 14 | 7 | „ 1 |
| „ 2 | 7 | 10 | 7 | 7 | 6 | 9 | 8 | 7 | 27 | 40 | 4 | 1 | 5 | 5 | 15 | 9 | 15 | 13 | 23 | 14 | 2 | 8 | 7 | 18 | 9 | 9 | 20 | 13 | 9 | 12 | 6 | 4 | 6 | 16 | 7 | 12 | 7 | 18 | 18 | 18 | „ 2 |
| „ 3 | — | 2 | 6 | 5 | 4 | 3 | 2 | 2 | 18 | 12 | 3 | 3 | 1 | 3 | 8 | 2 | 9 | 10 | 10 | 8 | 2 | — | 1 | 4 | 2 | 5 | 4 | 4 | 10 | 16 | 3 | 2 | 1 | 2 | 4 | 3 | 7 | 9 | 9 | 14 | „ 3 |
| „ 4 | 19 | 22 | 22 | 21 | 16 | 20 | 23 | 28 | 39 | 37 | 17 | 13 | 20 | 14 | 18 | 19 | 17 | 23 | 38 | 32 | 20 | 16 | 10 | 17 | 15 | 15 | 16 | 18 | 32 | 47 | 8 | 14 | 16 | 7 | 10 | 8 | 6 | 12 | 15 | 21 | „ 4 |
| „ 5 | 27 | 15 | 18 | 12 | 21 | 23 | 31 | 25 | 35 | 43 | 18 | 19 | 22 | 17 | 21 | 33 | 14 | 18 | 32 | 31 | 20 | 24 | 18 | 19 | 15 | 15 | 21 | 29 | 38 | 46 | 21 | 18 | 12 | 13 | 16 | 11 | 20 | 10 | 30 | 39 | „ 5 |
| „ 6 | 38 | 28 | 35 | 20 | 30 | 45 | 40 | 33 | 46 | 61 | 17 | 13 | 37 | 17 | 22 | 32 | 43 | 33 | 30 | 44 | 16 | 21 | 29 | 15 | 19 | 27 | 27 | 27 | 45 | 82 | 15 | 10 | 19 | 9 | 13 | 17 | 15 | 20 | 30 | 34 | „ 6 |
| „ 7 | 15 | 10 | 7 | 1 | 5 | 20 | 26 | 15 | 36 | 30 | 5 | 8 | 14 | 1 | 13 | 7 | 26 | 24 | 12 | 28 | 13 | 11 | 6 | 2 | 6 | 8 | 11 | 13 | 32 | 70 | 6 | 4 | 5 | 1 | 5 | 6 | 7 | 16 | 6 | 14 | „ 7 |
| „ 8 | 9 | 19 | 3 | 7 | 10 | 24 | 45 | 17 | 39 | 24 | 8 | 9 | 7 | 9 | 10 | 10 | 39 | 21 | 17 | 23 | 12 | 12 | 9 | 5 | 6 | 10 | 16 | 10 | 36 | 72 | 12 | 11 | 7 | 3 | 5 | 4 | 1 | 11 | 5 | 23 | „ 8 |
| „ 9 | 01 | 70 | 95 | 32 | 38 | 38 | 73 | 15 | 55 | 23 | 36 | 34 | 56 | 29 | 68 | 11 | 50 | 36 | 21 | 18 | 72 | 32 | 93 | 18 | 38 | 11 | 15 | 17 | 49 | 95 | 32 | 33 | 2 | 5 | 11 | 17 | 2 | 23 | 2 | 34 | „ 9 |
| „ 10 | 83 | 44 | 8 | 11 | 30 | 41 | 28 | 11 | 36 | 14 | 5 | 53 | 24 | 55 | 49 | 4 | 52 | 35 | 6 | 10 | 61 | 1 | 13 | 10 | 19 | 6 | 10 | 20 | 45 | 98 | 11 | 11 | 2 | 1 | 6 | 6 | — | 30 | 1 | 22 | „ 10 |
| „ 11 | 13 | 25 | – | 2 | 3 | 8 | 1 | 1 | 10 | 2 | 3 | 9 | 6 | 4 | 4 | — | 7 | 8 | 1 | 1 | 8 | — | 7 | 1 | 4 | — | – | 2 | 6 | 40 | 2 | — | — | – | 1 | 2 | — | 10 | — | 4 | „ 11 |
| „ 12 | 24 | 20 | – | 8 | 3 | 10 | 1 | – | 7 | — | 6 | 6 | 36 | 9 | 5 | 2 | – | 17 | — | — | 8 | 1 | 25 | 2 | 1 | — | – | 6 | 4 | — | 3 | 3 | — | – | — | — | — | — | — | — | „ 12 |
| Variable | — | – | – | – | – | – | – | 1 | 1 | — | — | — | — | — | – | 1 | 3 | 3 | — | 3 | — | — | — | — | 1 | — | – | 1 | 2 | 8 | — | — | — | – | 1 | — | — | — | — | — | Variable. |
| Unknown | 23 | 18 | 9 | 8 | 4 | – | 26 | 8 | 19 | 1 | 4 | 10 | 11 | 6 | 8 | 1 | 7 | 5 | 6 | 5 | 14 | 3 | 8 | 5 | 3 | — | – | 6 | 20 | 10 | 3 | 3 | 6 | 4 | 2 | 1 | — | 4 | 3 | 21 | Unknown. |
| Totals - | 4 61 | 288 | 216 | 139 | 177 | 248 | 309 | 171 | 382 | 305 | 127 | 178 | 245 | 174 | 246 | 139 | 293 | 255 | 224 | 230 | 251 | 129 | 227 | 117 | 149 | 112 | 150 | 170 | 338 | 601 | 127 | 114 | 88 | 72 | 89 | 92 | 74 | 172 | 135 | 260 | Totals. |

| Force of Wind.* | May. | | | | | | | | | | June. | | | | | | | | | | Totals. | | | | | | | | | | Force of Wind.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1866–7. | 1867–8. | 1868–9. | 1869–70. | 1870–1. | 1871–2. | 1872–3. | 1873–4. | 1874–5. | 1875–6. | |
| Force 0 | 2 | 4 | 2 | 2 | 5 | 1 | 3 | 1 | 10 | 3 | 1 | 3 | 1 | 1 | 3 | 4 | 1 | 2 | 8 | 7 | 12 | 15 | 16 | 25 | 33 | 31 | 26 | 29 | 80 | 80 | Force 0 |
| „ 1 | 2 | 2 | — | 4 | 6 | 3 | 4 | 4 | 11 | 6 | 4 | 4 | — | 9 | 3 | 1 | – | 3 | 8 | 7 | 27 | 22 | 31 | 32 | 57 | 42 | 57 | 48 | 116 | 109 | „ 1 |
| „ 2 | 3 | 4 | 10 | 8 | 7 | 5 | 9 | 10 | 11 | 18 | 8 | 1 | 11 | 7 | 3 | 4 | 17 | 7 | 21 | 16 | 65 | 61 | 93 | 115 | 115 | 109 | 136 | 129 | 217 | 226 | „ 2 |
| „ 3 | 4 | 7 | 1 | 2 | 3 | 3 | 3 | 9 | 10 | 11 | 1 | 6 | 2 | 3 | 2 | 4 | 7 | 2 | 11 | 12 | 31 | 35 | 25 | 37 | 50 | 52 | 65 | 68 | 150 | 176 | „ 3 |
| „ 4 | 12 | 4 | 15 | 9 | 11 | 12 | 13 | 15 | 20 | 19 | 8 | 5 | 6 | 5 | 11 | 13 | 18 | 16 | 22 | 18 | 176 | 150 | 157 | 162 | 161 | 198 | 175 | 211 | 368 | 350 | „ 4 |
| „ 5 | 13 | 3 | 14 | 8 | 7 | 7 | 15 | 18 | 22 | 24 | 10 | 6 | 9 | 12 | 12 | 11 | 15 | 18 | 16 | 36 | 228 | 199 | 185 | 208 | 180 | 213 | 248 | 234 | 406 | 419 | „ 5 |
| „ 6 | 18 | 7 | 17 | 18 | 3 | 15 | 14 | 15 | 32 | 29 | 4 | 8 | 4 | 5 | 13 | 9 | 8 | 17 | 25 | 36 | 230 | 196 | 250 | 205 | 234 | 255 | 312 | 283 | 540 | 569 | „ 6 |
| „ 7 | 3 | 1 | 4 | 6 | — | 4 | 1 | 10 | 12 | 7 | — | 1 | 2 | – | 5 | 5 | 3 | 3 | 10 | 10 | 97 | 59 | 78 | 50 | 80 | 95 | 197 | 165 | 317 | 360 | „ 7 |
| „ 8 | — | 2 | 5 | 6 | 1 | 5 | 3 | 3 | 10 | 1 | 1 | 4 | 1 | – | 1 | 6 | 3 | 3 | 11 | 5 | 88 | 120 | 54 | 61 | 87 | 96 | 240 | 149 | 339 | 385 | „ 8 |
| „ 9 | 24 | 6 | 9 | 8 | 7 | 7 | – | 3 | 7 | 1 | 3 | 7 | 22 | – | 7 | 5 | 1 | 3 | 14 | 3 | 617 | 417 | 629 | 515 | 336 | 234 | 348 | 205 | 456 | 463 | „ 9 |
| „ 10 | 1 | — | — | 5 | — | 5 | – | 2 | 3 | — | 2 | — | 6 | – | — | 1 | – | 1 | 3 | 3 | 204 | 310 | 139 | 186 | 182 | 126 | 246 | 160 | 391 | 407 | „ 10 |
| „ 11 | — | 2 | — | 2 | 1 | — | – | — | — | — | — | — | 1 | – | — | — | – | — | — | — | 28 | 62 | 29 | 34 | 29 | 21 | 56 | 31 | 55 | 107 | „ 11 |
| „ 12 | — | 1 | — | – | — | — | – | — | — | — | — | 2 | 6 | – | — | — | – | — | — | — | 61 | 72 | 89 | 93 | 38 | 26 | 38 | 27 | 50 | — | „ 12 |
| Variable. | — | — | — | – | — | — | 1 | — | — | — | — | — | — | – | — | — | – | — | — | — | 1 | 2 | — | — | 5 | 8 | 8 | 22 | 16 | 24 | Variable. |
| Unknown. | 4 | 3 | 1 | 6 | 3 | — | – | 4 | 2 | 5 | 3 | 2 | 4 | 1 | — | — | 2 | — | 4 | 1 | 72 | 77 | 97 | 91 | 61 | 15 | 52 | 42 | 89 | 82 | Unknown. |
| Totals. | 86 | 46 | 78 | 84 | 54 | 67 | 66 | 94 | 150 | 124 | 45 | 49 | 75 | 43 | 60 | 63 | 75 | 75 | 153 | 154 | 1,937 | 1,797 | 1,872 | 1,814 | 1,648 | 1,521 | 2,204 | 1,803 | 3,590† | 3,757† | Totals. |

* Figures to denote the Force of the Wind.

0. Calm.
1. Light Airs - Just sufficient to give steerage way.
2. Light Breeze - With which a Ship with all Sail set and clean full would go in smooth water - 1 to 2 knots.
3. Gentle Breeze - 3 to 4 „
4. Moderate Breeze - 5 to 6 „
5. Fresh Breeze - In which she could just carry in chase, full and by — Royals, &c.
6. Strong Breeze - Single Reefs and T.G. Sails.
7. Moderate Gale - Double Reefs and Jib.
8. Fresh Gale - Triple Reefs, &c.
9. Strong Gale - Close Reefs and Courses.
10. Whole Gale - In which she could just bear close-reefed Main Topsail and reefed Foresail.
11. Storm - Under Storm Staysail.
12. Hurricane - Under Bare Poles.

† Before making comparisons with the figures for previous years, about 700 lesser casualties should be deducted from the number of casualties for the year 1874–5, and about 850 from the number for the year 1875–6. See page viii in Preface.

## Table 11. NUMBER OF VESSELS, distinguishing between the Descriptions of CERTIFICATES held by the Masters.

| Year. | Ships commanded by Masters holding Certificates of Competency. | | | Ships commanded by Masters holding Certificates of Service. | | | Ships in Home and Coasting Trade, commanded by Masters not possessing and not required to have Certificates. | Ships commanded by Foreigners not holding British Certificates. | Unknown. | Totals. |
|---|---|---|---|---|---|---|---|---|---|---|
| | In Foreign Trade. | In Home and Coasting Trade. | Total. | In Foreign Trade. | In Home and Coasting Trade. | Total. | | | | |
| 1867 | 232 | 192 | 424 | 63 | 257 | 320 | 1,109 | 338 | 322 | 2,513 |
| 1868 | 230 | 172 | 402 | 50 | 197 | 247 | 971 | 276 | 235 | 2,131 |
| 1869 | 317 | 254 | 571 | 60 | 204 | 264 | 1,135 | 389 | 235 | 2,594 |
| 1870 | 245 | 182 | 427 | 43 | 137 | 180 | 819 | 274 | 165 | 1,865 |
| 1871 | 276 | 211 | 487 | 27 | 135 | 162 | 940 | 234 | 104 | 1,927 |
| 1872 | 392 | 226 | 618 | 47 | 118 | 165 | 1,003 | 410 | 185 | 2,381 |
| 1873 Jan. to June. | 160 | 162 | 322 | 19 | 54 | 73 | 472 | 227 | 112 | 1,206 |
| 1873–4 | 315 | 218 | 533 | 23 | 89 | 112 | 1,030 | 370 | 146 | 2,191 |
| 1874–5 | 511 | 463 | 974 | 36 | 157 | 193 | 2,249 | 565 | 278 | 4,259 |
| 1875–6 | 528 | 550 | 1,078 | 36 | 163 | 199 | 2,368 | 720 | 189 | 4,554 |

## Table 12. NUMBER OF VESSELS, showing the Vessels and Cargoes INSURED and UNINSURED, and the Amount of Insurance when known.

| Years. | Number of Vessels and Cargoes reported to be Insured, and the Amount of Insurance. | | | | | Number of Vessels and Cargoes reported as not Insured. | | Number of Vessels and Cargoes, respecting which it is unknown whether they were insured or not. | | Vessels in Ballast. | Total. | * Out of the total number of Vessels and Cargoes lost or damaged, the estimated loss of the following only have been reported. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels. | | Cargoes. | | Total Amount of Insurance. | | | | | | | Vessels. | | Cargoes. | | Total estimated Loss as reported. |
| | Number. | Amount. | Number. | Amount. | | Vessels. | Cargoes. | Vessels. | Cargoes. | | | Number. | Amount. | Number. | Amount. | |
| | | £ | | £ | £ | | | | | | | | £ | | £ | £ |
| 1866 | 894 | 1,250,262 | 160 | 376,869 | 1,627,131 | 416 | 167 | 979 | 1,512 | 450 | 2,289 | 1,854 | 1,018,000 | 590 | 453,640 | 1,471,640 |
| 1867 | 1,072 | 1,380,912 | 212 | 300,117 | 1,681,029 | 481 | 228 | 960 | 1,413 | 660 | 2,513 | 2,067 | 1,282,888 | 637 | 625,602 | 1,908,490 |
| 1868 | 906 | 1,195,025 | 183 | 299,985 | 1,495,010 | 456 | 202 | 769 | 1,276 | 470 | 2,131 | 1,723 | 899,604 | 529 | 363,697 | 1,263,301 |
| 1869 | 1,114 | 1,758,350 | 284 | 487,506 | 2,245,856 | 478 | 226 | 1,002 | 1,498 | 586 | 2,594 | 2,102 | 1,240,535 | 642 | 345,843 | 1,586,378 |
| 1870 | 711 | 1,474,414 | 182 | 482,348 | 1,956,762 | 356 | 213 | 798 | 1,135 | 335 | 1,865 | 1,483 | 964,317 | 486 | 414,510 | 1,378,827 |
| 1871 | 800 | 1,623,099 | 201 | 703,262 | 2,326,361 | 419 | 257 | 708 | 1,086 | 383 | 1,927 | 1,565 | 1,141,845 | 475 | 372,772 | 1,514,617 |
| 1872 | 1,009 | 2,092,830 | 282 | 476,448 | 2,569,278 | 477 | 363 | 895 | 1,374 | 362 | 2,381 | 1,950 | 1,165,466 | 536 | 428,402 | 1,593,868 |
| 1873 Jan. to June | 500 | 1,265,743 | 141 | 248,282 | 1,514,025 | 227 | 114 | 479 | 723 | 228 | 1,206 | 1,006 | 582,489 | 284 | 296,667 | 879,156 |
| 1873–4 | 847 | 1,930,907 | 250 | 324,806 | 2,255,713 | 502 | 226 | 842 | 1,227 | 488 | 2,191 | 1,842 | 899,201 | 406 | 289,096 | 1,188,297 |
| 1874–5 | 1,597 | 4,280,893 | 311 | 807,200 | 5,088,093 | 893 | 467 | 1,769 | 2,361 | 1,120 | †4,259 | 3,347 | 1,369,709 | 495 | 334,054 | 1,703,763 |
| 1875–6 | 1,782 | 4,259,923 | 371 | 554,093 | 4,814,016 | 871 | 439 | 1,901 | 2,610 | 1,134 | †4,554 | 3,611 | 2,117,179 | 517 | 397,768 | 2,514,947 |
| Total - - | 11,232 | 22,512,358 | 2,577 | 5,060,916 | 27,573,274 | 5,576 | 2,902 | 11,102 | 16,215 | 6,216 | 27,910 | 22,550 | 12,681,233 | 5,597 | 4,322,051 | 17,003,284 |

* *Note.*—The Figures given in this part of the Table are the results of the best information that can be procured, they are nevertheless but approximations.

† Before making comparisons with the figures for previous years, about 800 vessels that met with lesser casualties should be deducted from the number of vessels for the year 1874–5, and about 950 from the number for the year 1875–6. See page viii in Preface.

## Table 13. WRECKS (excluding Collisions) which have involved TOTAL LOSS, showing the Causes.

| Months. | Class I. Arising from Stress of Weather. | | | | | | | | | | Class II. Arising from Inattention, Carelessness, and Neglect. | | | | | Class III. Arising from Defects in Ships or Equipments. | | | | | Class IV. Arising from various Causes. | | | | | | | | | | | | | Causes unknown. | Grand Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foundering. | Driving or running on a Sand or Lee Shore. | Parting Cables. | Dragging Anchors. | Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c. | Shifting of Cargo or Ballast. | Missing Stays. | Failing to make Harbour, or stranding whilst entering. | Capsizing. | Total of Class I. | Error, Neglect, or Incompetency of Master or Mate. | Error, Neglect, or Incompetency of Pilots. | Improper Stowage. | Not heaving Lead. | Total of Class II. | Unseaworthiness. | Overloading. | Defective Charts, insufficient Manning, unsound Gear or Equipments, imperfect Repairs, or defective Construction. | Local Attraction and Defects of Compasses. | Total of Class III. | Thick and foggy Weather. | Heavy Seas. | Strong Currents and light Winds. | Want of Lights or Buoys on Coasts and Shoals. | Want of Pilot. | Want of Power in Steam Tugs, or defective Tow Ropes. | Striking on sunken Wreck, &c. | Spontaneous Combustion. | Fire or Lightning. | Damage to Boilers or Machinery. | Accident. | Combination of Causes. | Total of Class IV. | | |
| July - | 1 | — | 1 | — | 1 | — | — | 1 | — | 4 | 4 | — | — | — | 4 | 4 | — | — | — | 4 | 1 | 1 | — | — | — | — | — | — | — | 1 | — | 3 | 4 | 19 |
| August - | 2 | 3 | — | — | — | — | — | — | 2 | 7 | 4 | — | — | 1 | 5 | 1 | — | 1 | — | 2 | 1 | 1 | 1 | — | — | 1 | — | — | — | — | — | 4 | 1 | 19 |
| September - | 3 | 7 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 22 | 2 | — | — | — | 2 | 4 | — | — | — | 4 | 3 | — | — | — | — | — | — | — | — | — | 1 | 4 | 4 | 36 |
| October - | 4 | 17 | — | 2 | 5 | — | — | 4 | 1 | 33 | 14 | 1 | — | 1 | 16 | 1 | 1 | 3 | — | 5 | 1 | 2 | 1 | — | 1 | — | 1 | — | — | — | — | 6 | 2 | 62 |
| November - | 8 | 14 | 8 | 1 | 7 | — | 1 | 3 | 1 | 43 | 14 | 2 | — | — | 16 | 1 | 1 | 1 | — | 3 | 6 | 3 | — | — | — | — | — | — | — | — | 1 | 10 | 14 | 86 |
| December - | 1 | 8 | 1 | — | 2 | — | — | 1 | 1 | 14 | 11 | — | — | — | 11 | 1 | — | — | — | 1 | 3 | — | 2 | 1 | — | — | — | — | — | — | — | 6 | 3 | 35 |
| January - | — | 4 | 2 | — | 1 | — | — | — | — | 7 | 13 | — | — | 3 | 16 | 2 | — | — | — | 2 | — | 1 | 1 | — | — | — | — | 1 | — | — | — | 3 | — | 28 |
| February - | — | 2 | — | — | — | 1 | — | — | — | 3 | 10 | — | — | 2 | 12 | — | — | 1 | — | 1 | 3 | 1 | 1 | — | — | — | 1 | — | — | — | — | 6 | 2 | 24 |
| March - | 7 | 7 | 3 | 2 | 2 | — | 1 | 2 | 1 | 25 | 10 | 2 | — | 1 | 13 | 1 | — | — | — | 1 | 2 | 1 | 1 | — | — | 1 | — | — | — | — | 2 | 7 | 3 | 49 |
| April - | 3 | 7 | 1 | 1 | — | 1 | 1 | 1 | — | 15 | 8 | — | — | — | 8 | 2 | — | 1 | 1 | 4 | 5 | — | 2 | — | — | — | 1 | — | — | — | — | 8 | 10 | 45 |
| May - | 2 | — | — | — | — | — | 1 | — | — | 3 | 4 | — | — | — | 4 | 1 | — | — | — | 1 | — | — | 1 | — | — | — | — | — | 1 | — | — | 2 | — | 10 |
| June - | — | — | — | — | — | — | — | — | — | — | 3 | 1 | — | — | 4 | 1 | — | — | — | 1 | — | — | — | 1 | — | — | 1 | 2 | — | 1 | — | 5 | 2 | 12 |
| Total in 1875–6. | 31 | 69 | 18 | 8 | 20 | 3 | 5 | 14 | 8 | 176 | 97 | 6 | — | 8 | 111 | 19 | 2 | 7 | 1 | 29 | 25 | 10 | 10 | 1 | 2 | 1 | 5 | 3 | 1 | 1 | 4 | 1 | 64 | 45 | 425 |
| Total in „ 1866–7 | 118 | 79 | 44 | 25 | 35 | 5 | 12 | 19 | 3 | 340 | 75 | 12 | 1 | 33 | 121 | 49 | 5 | 17 | 3 | 74 | 21 | 15 | 10 | 1 | 1 | 5 | 10 | 2 | 4 | – | 3 | – | 72 | 15 | 622 |
| „ 1867–8 | 102 | 54 | 31 | 20 | 32 | 4 | 8 | 13 | 5 | 269 | 58 | 6 | – | 21 | 85 | 36 | 4 | 11 | 4 | 55 | 22 | 17 | 22 | – | – | 4 | 7 | 3 | 4 | 1 | 7 | – | 87 | 20 | 516 |
| „ 1868–9 | 78 | 73 | 38 | 24 | 40 | 4 | 7 | 11 | 1 | 276 | 72 | 4 | 1 | 17 | 94 | 59 | 13 | 16 | 7 | 95 | 29 | 13 | 18 | 1 | 2 | 3 | 11 | 5 | 8 | 1 | 5 | – | 96 | 17 | 573 |
| „ 1869–70 | 92 | 28 | 29 | 26 | 52 | 4 | 5 | 15 | 2 | 253 | 45 | 12 | – | 9 | 66 | 31 | 8 | 11 | 6 | 56 | 40 | 15 | 12 | 1 | 3 | 2 | 6 | 1 | 4 | 1 | 3 | 1 | 89 | 36 | 500 |
| „ 1870–1 | 36 | 55 | 25 | 16 | 47 | 3 | 4 | 13 | 4 | 203 | 67 | 6 | – | 16 | 89 | 28 | 15 | 13 | 2 | 58 | 51 | 9 | 10 | 3 | 4 | 2 | 8 | 1 | 4 | – | 5 | – | 97 | 26 | 473 |
| „ 1871–2 | 16 | 26 | 7 | 7 | 12 | – | 2 | 2 | – | 72 | 78 | 8 | – | 18 | 104 | 30 | 7 | 4 | 2 | 43 | 24 | 10 | 20 | – | – | 3 | 10 | 2 | – | 1 | 8 | – | 78 | 13 | 310 |
| „ 1872–3 | 33 | 56 | 26 | 9 | 32 | 3 | 9 | 13 | 4 | 185 | 79 | 2 | – | 14 | 95 | 31 | 11 | 7 | 3 | 52 | 43 | 16 | 7 | 4 | 2 | 1 | 2 | 3 | 2 | 3 | 14 | – | 97 | 67 | 496 |
| „ 1873–4 | 19 | 37 | 20 | 9 | 21 | 4 | 4 | 7 | 7 | 128 | 73 | 5 | 1 | 14 | 93 | 19 | 1 | 7 | 3 | 30 | 21 | 10 | 4 | 1 | 2 | — | 1 | — | 2 | 4 | 8 | – | 53 | 42 | 346 |
| „ 1874–5 | 34 | 62 | 25 | 17 | 18 | — | 8 | 9 | 4 | 177 | 75 | 2 | – | 7 | 84 | 19 | 2 | 8 | 4 | 33 | 37 | 6 | 10 | – | – | 1 | 4 | -- | 1 | – | 15 | 1 | 75 | 42 | 411 |

## Table 14. CASUALTIES (excluding Collisions) which have involved SERIOUS DAMAGE, showing the Causes.

| Months. | Class I. Arising from Stress of Weather. | | | | | | | | | | Class II. Arising from Inattention, Carelessness, or Neglect. | | | | | Class III. Arising from Defects in Ships or Equipments. | | | | | Class IV. Arising from various Causes. | | | | | | | | | |

**Table 15. CASUALTIES (excluding Collisions) which have involved MINOR DAMAGE, showing the Causes.**

| Months. | Class I. Arising from Stress of Weather. | | | | | | | | Class II. Arising from Inattention, Carelessness, and Neglect. | | | | Class III. Arising from Defects in Ships or Equipments. | | | | | Class IV. Arising from various Causes. | | | | | | | | | | Causes unknown. | Grand Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leaky. | Driving or running on a Sand or Lee Shore. | Parting Cables. | Dragging Anchors. | Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c. | Shifting of Cargo or Ballast. | Missing Stays. | Failing to make Harbour, or standing whilst entering. | Capsizing. | Total of Class I. | Error, Neglect, or Incompetency of Master or Mate. | Error, Neglect, or Incompetency of Pilots. | Improper Stowage. | Not heaving Lead. | Total of Class II. | Unseaworthiness. | Overloading. | Defective Charts, Insufficient Manning, unsound Gear or Equipments, Imperfect Repairs, or defective Construction. | Local Attraction and Defects of Compasses. | Total of Class III. | Thick and foggy weather. | Heavy Seas. | Strong Currents and light Winds. | Want of Lights or Buoys on Coasts and Shoals. | Want of Pilot. | Want of Power in Steam Tugs, or defective Tow Ropes. | Striking on sunken Wreck, &c. | Spontaneous Combustion. | Fire or Lightning. | Damage to Boilers or Machinery. | Accident. | Combination of Causes. | Total of Class IV. | | |
| July - | 1 | — | 1 | — | 26 | — | — | — | — | 28 | 13 | 1 | — | 4 | 18 | — | — | 8 | — | 8 | 2 | 4 | 2 | — | — | 1 | — | — | — | — | 12 | — | 21 | 1 | 76 |
| August - | — | — | — | 1 | 10 | — | — | — | — | 11 | 12 | 4 | — | 2 | 18 | — | — | 2 | — | 2 | 4 | 3 | 2 | — | 1 | — | — | — | — | — | 10 | 1 | 21 | 1 | 53 |
| September - | 1 | 2 | 5 | — | 60 | 1 | — | — | — | 69 | 14 | — | — | 3 | 17 | — | — | 3 | — | 3 | 4 | 5 | 3 | — | — | 1 | — | — | — | 1 | 6 | — | 20 | 1 | 110 |
| October - | 2 | 2 | 18 | 3 | 99 | — | — | 5 | 1 | 130 | 12 | — | — | 1 | 13 | — | — | — | 6 | 6 | 1 | 10 | 1 | — | 1 | — | 1 | — | — | — | 4 | — | 18 | 3 | 170 |
| November - | — | 5 | 73 | 8 | 276 | — | 1 | 1 | — | 364 | 23 | — | — | 5 | 28 | — | — | 3 | — | 3 | 6 | 10 | 1 | — | — | — | 2 | — | — | — | 23 | — | 42 | 3 | 440 |
| December - | — | — | 8 | 1 | 34 | — | 1 | 2 | — | 46 | 16 | 4 | — | — | 20 | — | — | 5 | — | 5 | 9 | 5 | 1 | — | — | — | 1 | — | — | — | 6 | — | 22 | 4 | 97 |
| January - | — | 1 | 3 | 3 | 42 | — | — | 1 | — | 50 | 31 | 2 | — | 4 | 37 | — | — | 6 | 1 | 7 | 9 | 6 | 3 | — | 1 | — | 3 | — | — | — | 9 | — | 31 | 2 | 127 |
| February - | — | 1 | 1 | 2 | 41 | — | 1 | — | — | 46 | 13 | 2 | — | 1 | 16 | — | — | 9 | — | 9 | 5 | 7 | 1 | — | — | 1 | 1 | — | — | — | 7 | — | 22 | 1 | 94 |
| March | 1 | 3 | 74 | 5 | 176 | 2 | — | 3 | — | 264 | 15 | — | — | 2 | 17 | 1 | 1 | 16 | — | 18 | 1 | 12 | 1 | — | 2 | 1 | 1 | — | — | — | 18 | 1 | 37 | 3 | 339 |
| April | 1 | 3 | 6 | 2 | 51 | — | 1 | 2 | — | 66 | 6 | — | — | 4 | 10 | — | — | 5 | 1 | 6 | 5 | 6 | 1 | — | — | 1 | — | — | — | — | 6 | — | 19 | — | 101 |
| May - | 1 | — | — | — | 2 | — | 2 | — | — | 5 | 13 | — | 1 | — | 14 | — | — | 9 | — | 9 | — | 4 | 1 | 1 | — | 1 | — | — | — | — | 7 | — | 14 | — | 42 |
| June - | — | 2 | 1 | — | 14 | — | 2 | 1 | — | 20 | 11 | — | 1 | 1 | 13 | 1 | — | 10 | — | 10 | 3 | 5 | — | — | — | 1 | — | — | — | — | 4 | — | 13 | 1 | 57 |
| Total in 1875-6 | 7 | 19 | 190 | 25 | 831 | 3 | 8 | 15 | 1 | 1,099 | 179 | 13 | 2 | 27 | 221 | 1 | 1 | 76 | 8 | 86 | 49 | 77 | 17 | 1 | 5 | 4 | 12 | — | — | 1 | 112 | 2 | 280 | 20 | 1,706 |
| Total in ,, 1874-5 | 5 | 18 | 90 | 32 | 726 | 7 | 8 | 19 | 1 | 906 | 184 | 23 | 3 | 24 | 234 | 4 | 6 | 46 | 3 | 59 | 51 | 96 | 31 | 3 | 5 | 3 | 7 | 1 | 7 | 3 | 117 | 1 | 325 | 15 | 1,539 |

## Table 16. COLLISIONS which have involved TOTAL LOSS, showing the Causes.

| Months. | Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling. | Missing Stays. | Anchoring in Foul Berth. | Want of Sea Room. | Thick and Foggy Weather. | Bad Look-out. | Neglecting to show proper Light. | Neglect or Misapplication of Steering and Sailing Rules. | Error of Pilot. | Want of Seamanship. | General Negligence and want of Caution. | Inevitable Accident. | Error in Judgment. | Cause unknown. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| July | – | – | – | – | 1 | 1 | – | 1 | – | – | 2 | – | – | – | 5 |
| August | – | – | – | 1 | 1 | 2 | – | 3 | – | – | 2 | – | 1 | – | 10 |
| September | – | – | – | – | 1 | – | – | 2 | – | – | 2 | – | – | 1 | 6 |
| October | – | – | – | – | – | 1 | 1 | 1 | – | – | 1 | 1 | – | – | 5 |
| November | 2 | – | – | – | – | 2 | – | 1 | – | 1 | – | 1 | – | 1 | 8 |
| December | – | – | – | – | 3 | 3 | 1 | 1 | – | – | 1 | – | 2 | 1 | 12 |
| January | – | – | – | – | – | 1 | – | 5 | – | – | 2 | – | 1 | – | 9 |
| February | – | – | – | – | – | 3 | – | 3 | – | – | 2 | – | – | – | 8 |
| March | – | – | – | – | – | 2 | 1 | – | – | – | 1 | – | – | 1 | 5 |
| April | – | – | – | 1 | 1 | 1 | 1 | 1 | – | – | – | – | – | – | 5 |
| May | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | 1 |
| June | – | – | – | – | 1 | – | – | 1 | – | – | – | – | – | 1 | 3 |
| Total in 1875–6 | 2 | – | – | 2 | 8 | 16 | 4 | 19 | – | 1 | 13 | 2 | 5 | 5 | 77 |
| Total in 1866–7 | 6 | 1 | 1 | – | 6 | 26 | 10 | 16 | 1 | 6 | 7 | 9 | 3 | 6 | 98 |
| „ 1867–8 | 4 | 1 | – | – | 11 | 22 | 6 | 17 | 1 | 4 | 3 | 2 | 11 | 4 | 86 |
| „ 1868–9 | 15 | – | 1 | – | 7 | 31 | 7 | 21 | 1 | – | 5 | 2 | 7 | 5 | 102 |
| „ 1869–70 | 2 | – | – | – | 11 | 26 | 6 | 10 | 1 | 1 | 7 | 7 | 4 | 2 | 77 |
| „ 1870–1 | 3 | – | – | 1 | 9 | 24 | 7 | 14 | 1 | 2 | 5 | 2 | 13 | 2 | 83 |
| „ 1871–2 | 1 | 1 | 1 | – | 9 | 8 | 7 | 9 | 1 | 3 | 8 | 4 | 17 | 2 | 71 |
| „ 1872–3 | 8 | – | – | – | 9 | 10 | 7 | 11 | – | 4 | 11 | 5 | 8 | 7 | 80 |
| „ 1873–4 | – | – | – | 1 | 2 | 13 | 9 | 16 | – | – | 7 | 4 | 3 | 7 | 62 |
| „ 1874–5 | 1 | – | – | 1 | 7 | 12 | 2 | 14 | – | – | 10 | 4 | 4 | 6 | 61 |

## Table 17. COLLISIONS which have involved SERIOUS DAMAGE, showing the Causes.

| Months. | Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling. | Missing Stays. | Anchoring in Foul Berth. | Want of Sea Room. | Thick and Foggy Weather. | Bad Look-out. | Neglecting to show proper Light. | Neglect or Misapplication of Steering and Sailing Rules. | Error of Pilot. | Want of Seamanship. | General Negligence and want of Caution. | Inevitable Accident. | Error in Judgment. | Cause unknown. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| July | – | – | – | – | 1 | 4 | – | 2 | – | 1 | 1 | – | – | – | 9 |
| August | 1 | – | – | 1 | 3 | 7 | – | 4 | – | 1 | – | – | – | – | 17 |
| September | 2 | – | 1 | – | – | 1 | 1 | 3 | – | – | 1 | – | – | – | 9 |
| October | 3 | – | 1 | – | – | 1 | – | 4 | – | – | 2 | 1 | 1 | 1 | 14 |
| November | 14 | – | – | – | 1 | 2 | 1 | 2 | 1 | – | 4 | 2 | 2 | 2 | 31 |
| December | 1 | 1 | 1 | – | 4 | 2 | – | 6 | 3 | 1 | 3 | 1 | 2 | – | 25 |
| January | 1 | – | – | – | 2 | 2 | – | 5 | 1 | 1 | 4 | – | 1 | 2 | 19 |
| February | 1 | – | 1 | – | – | 2 | – | 2 | – | 1 | 5 | 1 | 1 | 1 | 15 |
| March | 10 | 1 | 4 | – | 1 | 5 | 1 | 8 | – | 3 | 4 | 6 | 1 | 1 | 45 |
| April | 1 | – | – | – | 2 | 1 | 1 | 3 | – | 1 | 2 | – | 2 | 2 | 15 |
| May | – | – | – | – | – | 2 | – | – | – | 3 | – | – | 3 | 2 | 10 |
| June | – | – | – | 1 | 3 | 2 | – | 4 | – | – | – | 1 | 3 | 2 | 16 |
| Total in 1875–6 | 34 | 2 | 8 | 2 | 17 | 31 | 4 | 43 | 5 | 12 | 26 | 12 | 16 | 13 | 225 |
| Total in 1866–7 | 53 | 3 | 1 | 7 | 20 | 62 | 15 | 45 | 4 | 31 | 14 | 18 | 40 | 10 | 323 |
| „ 1867–8 | 32 | 3 | 6 | 3 | 8 | 59 | 12 | 44 | 3 | 24 | 20 | 25 | 38 | 7 | 284 |
| „ 1868–9 | 73 | 4 | 5 | 5 | 5 | 60 | 14 | 46 | 3 | 18 | 29 | 17 | 31 | 9 | 319 |
| „ 1869–70 | 42 | 1 | 6 | 2 | 25 | 59 | 10 | 50 | 8 | 17 | 33 | 21 | 48 | 3 | 325 |
| „ 1870–1 | 44 | 1 | 5 | 4 | 25 | 52 | 8 | 28 | 4 | 20 | 29 | 15 | 35 | 2 | 272 |
| „ 1871–2 | 18 | 2 | 10 | – | 15 | 61 | 17 | 42 | 6 | 18 | 33 | 25 | 43 | 3 | 293 |
| „ 1872–3 | 80 | 3 | 14 | 1 | 18 | 45 | 16 | 29 | 15 | 13 | 39 | 25 | 60 | 34 | 392 |
| „ 1873–4 | 28 | 1 | 11 | 1 | 20 | 42 | 11 | 48 | 5 | 11 | 38 | 22 | 39 | 42 | 319 |
| „ 1874–5 | 24 | 1 | 7 | 13 | 23 | 28 | 2 | 28 | 3 | 2 | 21 | 13 | 14 | 12 | 191 |

## Table 18. COLLISIONS which have involved MINOR DAMAGE, showing the Causes.

| Months. | Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling. | Missing Stays. | Anchoring in Foul Berth. | Want of Sea Room. | Thick and Foggy Weather. | Bad Look-out. | Neglecting to show proper Light. | Neglect or Misapplication of Steering and Sailing Rules. | Error of Pilot. | Want of Seamanship. | General Negligence and want of Caution. | Inevitable Accident. | Error in Judgment. | Cause Unknown. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| July - - | 1 | 1 | 1 | 1 | — | 3 | — | 5 | 1 | 2 | 7 | 1 | — | 3 | 26 |
| August - - | - | 1 | — | 3 | 1 | 6 | — | 6 | — | — | 5 | — | — | — | 22 |
| September - | 2 | — | — | 4 | 1 | 4 | — | 9 | 1 | 1 | 6 | 2 | 1 | 4 | 35 |
| October - - | 13 | — | 4 | 1 | 1 | 1 | 3 | 5 | — | 3 | 7 | 5 | — | 3 | 46 |
| November - | 23 | — | 2 | 1 | 5 | 6 | 4 | 5 | 3 | 5 | 7 | 5 | 9 | 10 | 85 |
| December | — | — | 4 | 1 | 5 | 6 | 2 | 8 | 2 | 4 | 12 | 2 | 3 | 6 | 55 |
| January - | 5 | — | 2 | 1 | 3 | 3 | — | 6 | 1 | 2 | 10 | 2 | 4 | — | 39 |
| February - | 2 | — | 1 | 3 | 2 | 1 | 1 | 2 | — | 4 | 5 | 4 | 2 | 1 | 28 |
| March - - | 17 | 3 | 3 | 2 | — | 5 | — | 2 | — | 3 | 8 | 10 | 8 | 4 | 65 |
| April - - | 1 | — | — | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 6 | 7 | 2 | 27 |
| May - - | — | — | — | — | — | 2 | 1 | 4 | — | 5 | 3 | 1 | 1 | 3 | 20 |
| June - - | — | 2 | 1 | 1 | 1 | 2 | — | 7 | 2 | 3 | 2 | — | 3 | 1 | 25 |
| Total in 1875–6 | 64 | 7 | 18 | 19 | 22 | 41 | 12 | 60 | 11 | 33 | 73 | 38 | 38 | 37 | 473 |
| Total in 1874–5 | 39 | 11 | 6 | 34 | 32 | 48 | 12 | 40 | 3 | 18 | 80 | 34 | 23 | 27 | 407 |

## Table 19. SUMMARY of Tables 13—18.

| — | Collisions. | | | | | | | | | | Total. | Annual Average. | Wrecks and Casualties other than Collisions. | | | | | | | | | | Total. | Annual Average. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866-7. | 1867-8. | 1868-9. | 1869-70. | 1870-1. | 1871-2. | 1872-3. | 1873-4. | 1874-5. | 1875-6. | | | 1866-7. | 1867-8. | 1868-9. | 1869-70. | 1870-1. | 1871-2 | 1872-3. | 1873-4. | 1874-5. | 1875-6. | | |
| Wrecks and Collisions involving **total** loss - | 98 | 86 | 102 | 77 | 83 | 71 | 80 | 62 | 61 | 77 | 797 | 79 7/10 | 622 | 516 | 578 | 500 | 473 | 310 | 496 | 346 | 411 | 425 | 4,677 | 467 7/10 |
| Casualties and Collisions involving **partial** damage | 323 | 284 | 319 | 325 | 272 | 293 | 392 | 319 | *191 407 | *225 473 | 3,823 | 382 3/10 | 894 | 911 | 873 | 912 | 820 | 847 | 1,236 | 1,076 | *981 1,539 | *851 1,706 | 12,646 | 1,264 3/5 |
| TOTAL WRECKS, &c. - | 421 | 370 | 421 | 402 | 355 | 364 | 472 | 381 | 659 | 775 | 4,620 | 462 | 1,516 | 1,427 | 1,451 | 1,412 | 1,293 | 1,157 | 1,732 | 1,422 | 2,931 | 2,982 | 17,323 | 1,732 16/10 |

| — | Total Wrecks, Casualties, and Collisions. | | | | | | | | | | Total. | Annual Average. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866 -7. | 1867 -8. | 1868 -9. | 1869 -70. | 1870 -1. | 1871 -2. | 1872 -3. | 1873 -4. | 1874 -5. | 1875 -6. | | |
| Wrecks, &c., involving **total** loss - - | 720 | 602 | 680 | 577 | 556 | 381 | 576 | 408 | 472 | 502 | 5,474 | 547 2/5 |
| Casualties, &c., involving **partial** damage - | 1,217 | 1,195 | 1,192 | 1,237 | 1,092 | 1,140 | 1,628 | 1,395 | *1,172 1,946 | *1,076 2,179 | 16,469 | 1,646 9/10 |
| TOTAL WRECKS, &c. - | 1,937 | 1,797 | 1,872 | 1,814 | 1,648 | 1,521 | 2,204 | 1,803 | 3,590 | 3,757 | 21,943 | 2,194 3/10 |

* In the last two years the partial damage class is sub-divided into serious and minor casualties.

## Table 20. COLLISIONS, distinguishing the TIME and the STATE OF THE WEATHER.

| Months. | Time. | | | | | | | | | | | | | | | | | | Gross Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Between 6 A.M. and 6 P.M. | | | | | | | | | | Between 6 P.M. and 6 A.M. | | | | | | | | | |
| | Dark. | Dark and Clear. | Very Dark. | Hazy. | Cloudy. | Thick and Foggy. | Clear and Fine. | Squally or unknown. | Total. | Dark. | Dark and Clear. | Very Dark. | Hazy. | Cloudy. | Thick and Foggy. | Clear and Fine. | Squally or unknown. | Total. | |
| July | – | – | – | 1 | 1 | 2 | 14 | – | 18 | – | – | – | 3 | 2 | 4 | 11 | 2 | 22 | 40 |
| August | – | – | – | 2 | – | 4 | 15 | – | 21 | 2 | – | – | 5 | 1 | 2 | 17 | 1 | 28 | 49 |
| September | – | – | – | – | – | – | 22 | 1 | 23 | 3 | 6 | 1 | 2 | 2 | 4 | 8 | 1 | 27 | 50 |
| October | – | – | – | – | 4 | 4 | 14 | 3 | 25 | 2 | 4 | 2 | 2 | 3 | 3 | 14 | 10 | 40 | 65 |
| November | – | – | – | 3 | 6 | 1 | 21 | 8 | 39 | 2 | 2 | 2 | 8 | 10 | 22 | 21 | 18 | 85 | 124 |
| December | – | – | – | 6 | 3 | 3 | 20 | 3 | 35 | 4 | 4 | – | 11 | 6 | 9 | 20 | 3 | 57 | 92 |
| January | – | – | – | 6 | 3 | 8 | 15 | 1 | 33 | 2 | 1 | 1 | 10 | 6 | 3 | 10 | 1 | 34 | 67 |
| February | – | – | – | – | 4 | 4 | 14 | 2 | 24 | 1 | – | – | 2 | 2 | 1 | 21 | – | 27 | 51 |
| March | – | – | – | 3 | 11 | 10 | 26 | 11 | 61 | 1 | 2 | – | 5 | 8 | 9 | 24 | 5 | 54 | 115 |
| April | – | – | – | 1 | – | 1 | 15 | 2 | 19 | – | 1 | – | 2 | 1 | 8 | 13 | 3 | 28 | 47 |
| May | – | – | – | 1 | 2 | – | 10 | 2 | 15 | – | – | – | 2 | 3 | – | 11 | – | 16 | 31 |
| June | – | – | – | 1 | – | 1 | 23 | – | 25 | – | – | – | 1 | – | 4 | 14 | – | 19 | 44 |
| Total in 1875-6 | – | – | – | 24 | 34 | 38 | 209 | 33 | 338 | 17 | 20 | 6 | 53 | 44 | 69 | 184 | 44 | 437 | 775 |
| Total in 1866-7 | 2 | – | – | 3 | 12 | 26 | 63 | 23 | 129. | 20 | 6 | 7 | 23 | 26 | 57 | 96 | 57 | 292 | 421 |
| „ 1867-8 | – | – | – | 4 | 7 | 12 | 68 | 17 | 108 | 9 | 10 | 3 | 38 | 32 | 38 | 92 | 40 | 262 | 370 |
| „ 1868-9 | – | 1 | – | 6 | 11 | 7 | 67 | 45 | 137 | 10 | 7 | 4 | 28 | 15 | 33 | 101 | 86 | 284 | 421 |
| „ 1869-70 | 5 | – | – | 11 | 9 | 27 | 87 | 28 | 167 | 10 | 6 | – | 31 | 18 | 43 | 89 | 38 | 235 | 402 |
| „ 1870-1 | – | – | – | 7 | 14 | 19 | 70 | 21 | 131 | 11 | 14 | 5 | 30 | 19 | 51 | 78 | 16 | 224 | 355 |
| „ 1871-2 | 1 | 1 | – | 17 | 5 | 20 | 95 | 9 | 148 | 12 | 10 | 2 | 27 | 24 | 30 | 98 | 13 | 216 | 364 |
| „ 1872-3 | – | – | – | 13 | 29 | 24 | 89 | 33 | 188 | 10 | 11 | 4 | 35 | 44 | 46 | 96 | 38 | 284 | 472 |
| „ 1873-4 | 1 | – | – | 17 | 12 | 8 | 81 | 10 | 129 | 14 | 6 | 3 | 42 | 19 | 30 | 117 | 21 | 252 | 381 |
| „ 1874-5 | 2 | – | 2 | 32 | 25 | 37 | 160 | 57 | 315 | 15 | 8 | 9 | 29 | 37 | 58 | 157 | 31 | 344 | 659 |

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Table 21. **COLLISIONS**, distinguishing Collisions by **DAY** from Collisions by **NIGHT**, and further distinguishing Collisions happening with both Vessels under Weigh from those happening with One Vessel under Weigh and the other at Anchor.

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## Table 21. COLLISIONS, distinguishing Collisions by DAY from COLLISIONS by NIGHT, and furth under Weigh and t

| Months. | Average Hour at which Sun rises and sets. | Collisions between Two Steam Vessels. | | |

istinguishing Collisions happening with both Vessels under Weigh from those happening with One Vessel ther at Anchor.

Collisions between Two Sailing Vessels.

Both under Weigh.

| 866-7. | | 1867-8. | | 1868-9. | | 1869-70. | | 1870-1. | | 1871-2. | | 1872-3. | | 1873-4. | | 1874-5. | | 1875-6. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. |
| 2 | 6 | 4 | – | 2 | 4 | 7 | 4 | 6 | 7 | 5 | 2 | 2 | 1 | 4 | 5 | 5 | 6 | 10 | 5 |
| 3 | 8 | – | 6 | 1 | 12 | 4 | 6 | 7 | 4 | 3 | 8 | 2 | 2 | 2 | 8 | 13 | 12 | 14 | 7 |
| 6 | 10 | 2 | 11 | 4 | 10 | 9 | 9 | 3 | 6 | 2 | 2 | 3 | 8 | 10 | 11 | 6 | 6 | 8 | 5 |
| 1 | 10 | 7 | 15 | 11 | 8 | 11 | 17 | 4 | 6 | 11 | 10 | 5 | 5 | 5 | 11 | 13 | 14 | 8 | 12 |
| 7 | 16 | 6 | 24 | 3 | 21 | 7 | 11 | 2 | 4 | 3 | 17 | 5 | 10 | 4 | 17 | 4 | 15 | 7 | 16 |
| 2 | 9 | 4 | 22 | – | 26 | 6 | 21 | 3 | 15 | 3 | 17 | 10 | 14 | 3 | 11 | 3 | 20 | 13 | 23 |
| 4 | 25 | 4 | 7 | 4 | 16 | 1 | 11 | 3 | 14 | 2 | 17 | 6 | 14 | 3 | 14 | 7 | 9 | 6 | 20 |
| 3 | 13 | 3 | 13 | 9 | 23 | 1 | 8 | 3 | 4 | 7 | 17 | 3 | 9 | 2 | 12 | 4 | 13 | 8 | 4 |
| 9 | 11 | 6 | 22 | 4 | 6 | 4 | 10 | 3 | 11 | – | 7 | 2 | 7 | 6 | 4 | 11 | 6 | 12 | 18 |
| 1 | 14 | 6 | 13 | 4 | 4 | 3 | 8 | 2 | 7 | 4 | 3 | 2 | 2 | 5 | 5 | 7 | 11 | 3 | 13 |
| 1 | 9 | 1 | 2 | 2 | 5 | 8 | 7 | 2 | 1 | 5 | 3 | 2 | 2 | 3 | 3 | 2 | 5 | 6 | 6 |
| 3 | 2 | 3 | 6 | 3 | 1 | 6 | 3 | – | 3 | 3 | 2 | 2 | 1 | 3 | 3 | 4 | 2 | 13 | 3 |
| 42 | 136 | 46 | 141 | 47 | 136 | 67 | 115 | 38 | 82 | 48 | 105 | 44 | 75 | 50 | 104 | 79 | 119 | 108 | 132 |
| 178 | | 187 | | 183 | | 182 | | 120 | | 153 | | 119 | | 154 | | 198 | | 240 | |

One under Weigh and One at Anchor.

| 1866-7. | | 1867-8. | | 1868-9. | | 1869-70. | | 1870-1. | | 1871-2. | | 1872-3. | | 1873-4. | | 1874-5. | | 1875-6. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. |
| – | 1 | – | 1 | – | – | 1 | 1 | 1 | – | 1 | – | 3 | 1 | 2 | 2 | 8 | 2 | 5 | 1 |
| 1 | 2 | – | 1 | 1 | 2 | – | – | 1 | 1 | 1 | 3 | – | 4 | 1 | 3 | 8 | 4 | 2 | 3 |
| 6 | 5 | 1 | 4 | 1 | 1 | 2 | 3 | 1 | 1 | 5 | 3 | 5 | 1 | – | 1 | 6 | 6 | 1 | 5 |
| 1 | 5 | 5 | 5 | 4 | 4 | 4 | 2 | 5 | 10 | 3 | 5 | 3 | 1 | 1 | 3 | 14 | 15 | 6 | 1 |
| 3 | 15 | 1 | 5 | 2 | 2 | 8 | 6 | 1 | 4 | 3 | 4 | 3 | 9 | 3 | 9 | 6 | 11 | 10 | 19 |
| 2 | 6 | 2 | 5 | – | 6 | 5 | 10 | 4 | 6 | 1 | 3 | 3 | 10 | – | 1 | 9 | 16 | 12 | 13 |
| 7 | 10 | 2 | 10 | 2 | 9 | 3 | 8 | – | 3 | 1 | 7 | 6 | 12 | 1 | 6 | 6 | 11 | 4 | 4 |
| 2 | 4 | 3 | 4 | 5 | 4 | 4 | 2 | 5 | 5 | 2 | 2 | 1 | 7 | 2 | 4 | 1 | 9 | 5 | 11 |
| 9 | 3 | 2 | 3 | 4 | 3 | 1 | 3 | 1 | 2 | 2 | 6 | 3 | 1 | 3 | 2 | 8 | 8 | 17 | 9 |
| 5 | 1 | 2 | 3 | – | 4 | – | 1 | 2 | – | 1 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 10 | 6 |
| – | 1 | 1 | 2 | – | 1 | – | – | 1 | 1 | 2 | – | 2 | – | – | 3 | 11 | 4 | 3 | 4 |
| 1 | – | 1 | 1 | – | 2 | – | – | 3 | – | – | 1 | 2 | – | – | 2 | 6 | 1 | 6 | 3 |
| 37 | 53 | 20 | 44 | 19 | 38 | 28 | 36 | 25 | 33 | 22 | 36 | 32 | 47 | 14 | 38 | 86 | 90 | 81 | 79 |
| 90 | | 64 | | 57 | | 64 | | 58 | | 58 | | 79 | | 52 | | 176 | | 160 | |

(*Continued*)

and a Sailing Vessel.

Sailing Vessel under Weigh and Steam Vessel at Anchor.

| 1866-7. | | 1867-8. | | 1868-9. | | 1869-70. | | 1870-1. | | 1871-2. | | 1872-3. | | 1873-4. | | 1874-5. | | 1875-6. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | 1 | – | – | – | 1 | – |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – |
| – | – | – | – | 1 | 1 | – | – | 1 | – | – | – | 1 | – | – | – | 1 | – | – | – |
| – | – | – | 1 | – | – | – | – | – | – | – | – | 1 | – | – | – | – | 2 | 1 | – |
| – | – | – | – | – | 2 | – | 1 | – | – | – | 2 | – | 1 | – | 1 | – | 3 | – | 1 |
| – | – | – | – | 1 | – | – | – | – | 1 | 1 | – | – | 3 | – | – | – | – | 1 | – |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | – | – | 1 | – | – |
| – | – | – | – | – | 1 | – | – | – | 1 | – | – | – | – | – | – | – | 2 | 1 | – |
| – | – | – | – | – | 1 | – | 1 | – | – | 1 | – | – | – | – | – | 1 | – | 2 | – |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 |
| – | – | 1 | – | – | – | – | – | – | – | – | – | – | – | – | – | 2 | – | – | – |
| – | – | 1 | 1 | 2 | 5 | – | 2 | 1 | 2 | 2 | 2 | 3 | 4 | 2 | 1 | 4 | 8 | 7 | 2 |
| – | | 2 | | 7 | | 2 | | 3 | | 4 | | 7 | | 8 | | 12 | | 9 | |

Vessels breaking from Anchors or Moorings, and coming into collision.

| 1866-7. | | 1867-8. | | 1868-9. | | 1869-70. | | 1870-1. | | 1871-2. | | 1872-3. | | 1873-4. | | 1874-5 | | 1875-6. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. |
| – | 1 | – | – | – | – | – | – | – | 1 | – | – | – | – | – | – | – | – | – | 2 |
| – | – | – | – | 2 | 2 | 1 | – | 2 | 1 | 2 | – | 1 | 2 | 1 | 2 | 3 | – | – | – |
| 5 | 3 | – | 1 | – | 1 | 2 | 1 | 2 | – | 1 | – | 2 | 2 | – | – | 1 | 3 | 4 | 4 |
| – | – | 2 | 1 | – | – | 5 | – | 12 | 14 | 2 | 1 | 2 | 7 | 1 | 3 | 7 | 8 | 10 | 15 |
| 1 | 5 | – | 3 | 3 | 5 | 4 | 7 | – | 1 | – | – | 2 | 20 | 1 | 4 | 6 | 4 | 7 | 36 |
| 1 | 7 | 3 | 5 | 4 | 9 | 1 | 9 | 2 | 2 | – | 2 | 11 | 14 | – | 3 | 3 | 17 | 1 | 1 |
| 9 | 14 | 1 | 5 | 2 | 9 | – | 4 | 1 | 2 | – | 8 | 8 | 16 | 4 | 8 | 5 | 3 | 1 | 7 |
| 1 | 7 | 2 | 6 | 3 | 32 | 1 | 10 | – | 4 | 1 | 3 | 8 | 7 | 2 | 3 | 4 | 3 | 4 | 3 |
| 3 | 4 | 2 | 3 | 4 | 11 | 2 | 2 | 2 | 4 | – | – | – | 3 | 4 | 3 | 2 | 2 | 19 | 16 |
| 2 | 2 | – | 3 | 1 | – | – | – | – | – | 2 | 1 | 1 | 1 | 3 | 3 | – | – | – | 2 |
| 1 | 1 | – | – | – | – | 1 | – | – | 1 | – | – | 1 | – | 1 | – | – | – | – | – |
| – | – | – | – | – | – | – | – | 1 | – | – | 2 | – | – | – | 1 | – | 1 | – | 1 |
| 23 | 44 | 10 | 27 | 19 | 69 | 17 | 33 | 21 | 30 | 9 | 15 | 36 | 74 | 17 | 29 | 31 | 41 | 46 | 87 |
| 67 | | 37 | | 88 | | 50 | | 51 | | 24 | | 110 | | 46 | | 72 | | 133 | |

## Table 21. COLLISIONS, &c.—*cont.*

| Months. | Total in each Year. | | | | | | | | | | | | | | | | | | | | Gross Total. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1866-7. | | 1867-8. | | 1868-9. | | 1869-70. | | 1870-1. | | 1871-2. | | 1872-3. | | 1873-4. | | 1874-5. | | 1875-6. | | | |
| | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. | Day. | Night. |
| July - - | 6 | 13 | 4 | 3 | 6 | 4 | 10 | 8 | 7 | 10 | 8 | 5 | 6 | 6 | 10 | 9 | 17 | 16 | 23 | 17 | 97 | 91 |
| August - | 4 | 14 | 1 | 10 | 6 | 19 | 8 | 10 | 17 | 9 | 11 | 16 | 4 | 13 | 7 | 20 | 34 | 24 | 26 | 23 | 118 | 158 |
| September - | 18 | 25 | 5 | 22 | 7 | 14 | 13 | 17 | 10 | 14 | 13 | 14 | 12 | 18 | 10 | 17 | 25 | 24 | 25 | 25 | 138 | 190 |
| October - | 4 | 22 | 17 | 31 | 17 | 26 | 24 | 26 | 25 | 35 | 16 | 19 | 16 | 19 | 11 | 32 | 40 | 47 | 24 | 41 | 194 | 298 |
| November - | 13 | 38 | 9 | 39 | 9 | 29 | 23 | 38 | 5 | 20 | 10 | 35 | 16 | 46 | 10 | 42 | 21 | 45 | 32 | 92 | 148 | 424 |
| December - | 8 | 32 | 11 | 38 | 6 | 56 | 13 | 49 | 13 | 33 | 8 | 39 | 32 | 51 | 6 | 26 | 18 | 66 | 34 | 58 | 149 | 448 |
| January - | 21 | 60 | 8 | 29 | 14 | 43 | 4 | 31 | 5 | 27 | 6 | 42 | 26 | 58 | 11 | 37 | 27 | 37 | 20 | 47 | 142 | 411 |
| February - | 6 | 30 | 9 | 28 | 17 | 65 | 9 | 26 | 10 | 27 | 18 | 33 | 17 | 39 | 13 | 27 | 14 | 40 | 21 | 30 | 134 | 345 |
| March - - | 21 | 27 | 12 | 32 | 12 | 26 | 11 | 18 | 9 | 31 | 4 | 19 | 9 | 26 | 13 | 14 | 32 | 29 | 58 | 57 | 181 | 279 |
| April - - | 10 | 20 | 10 | 29 | 6 | 12 | 7 | 17 | 7 | 12 | 11 | 9 | 11 | 8 | 16 | 15 | 17 | 21 | 18 | 29 | 113 | 172 |
| May - - | 3 | 13 | 2 | 5 | 3 | 14 | 14 | 9 | 5 | 11 | 7 | 8 | 6 | 8 | 7 | 11 | 21 | 17 | 15 | 16 | 83 | 112 |
| June - | 9 | 4 | 7 | 9 | 5 | 5 | 11 | 6 | 8 | 5 | 8 | 5 | 14 | 11 | 9 | 8 | 19 | 8 | 27 | 17 | 117 | 78 |
| | 123 | 298 | 95 | 275 | 108 | 313 | 147 | 255 | 121 | 234 | 120 | 244 | 169 | 303 | 123 | 258 | 285 | 374 | 323 | 452 | 1,614 | 3,006 |
| | 421 | | 370 | | 421 | | 402 | | 355 | | 364 | | 472 | | 381 | | 659 | | 775 | | 4,620 | |

## Table 22. LIST of SANDS and ROCKS upon which Vessels were Stranded.

## Table 22. List of SANDS and ROCKS upon which Vessels were Stranded.

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| Abertay Sand, mouth of the River Tay. | – | – | – | – | – | 1 | 1 | – | 1 | 1 |
| Ailsa Craig, Ayrshire | 3 | – | – | 1 | 3 | – | – | – | – | – |
| Alton Rocks, near Aberdeen | 1 | – | – | – | – | – | – | – | – | – |
| Annat Bank, River Esk | – | 1 | 1 | 2 | – | – | – | – | – | – |
| Arklow Bank, off Wicklow | 1 | 1 | 2 | 2 | 2 | 4 | – | – | 2 | 1 |
| Arranman's Barrels, Argyleshire | – | 1 | – | – | – | – | 1 | – | – | – |
| Atherfield Ledge, Isle of Wight | – | – | – | – | – | – | 1 | – | 1 | – |
| Baggey Leap, Barnstaple Bay | – | – | – | 1 | 1 | – | – | – | – | 1 |
| Bagreen Ridge, Lough Swilly | – | 1 | – | – | – | – | – | – | – | – |
| Bahama Bank, Isle of Man | – | – | – | – | – | 1 | – | – | – | – |
| Barber Sand, Norfolk | 3 | 4 | 1 | 5 | 1 | 1 | – | 1 | 4 | 1 |
| Barges Rock, near Millish, Co. Down | 1 | – | – | – | – | – | – | – | – | – |
| Barna Perch Rocks, Co. Galway | – | – | 1 | – | – | – | – | – | – | – |
| Barnard Sand, off Kessingland | 8 | 1 | 2 | – | 3 | 1 | – | 2 | – | 2 |
| Barnhourie Bank, Kirkcudbrightshire | – | 1 | – | – | – | – | – | – | – | – |
| Barrow Sand, Essex | 1 | – | 2 | – | 1 | 3 | 2 | 1 | 2 | 4 |
| Barrows Rocks, near the Smalls, Pembrokeshire. | – | – | 1 | – | – | – | – | – | – | 2 |
| Barry Island, Glamorganshire | – | 1 | – | – | – | 1 | – | – | – | – |
| Bass Rock, Firth of Forth | – | – | – | – | – | 1 | – | – | 1 | – |
| Batten Reef, Plymouth Sound | – | – | – | – | – | – | – | 1 | – | 2 |
| Battery Rocks, *see* Tynemouth Rocks | – | – | – | – | – | – | – | – | – | – |
| Beach End Sand, Harwich | – | 1 | – | – | – | – | – | – | – | – |
| Beacon Rocks, off Sunderland | – | – | – | – | – | – | – | – | 1 | – |
| Beimar Rock, Fifeshire | – | 1 | – | – | – | – | – | – | – | 1 |
| Bell Rock, off the Firth of Tay | – | – | – | 1 | – | – | 1 | – | – | – |
| Bembridge Ledge, Isle of Wight | – | 1 | – | – | 2 | – | – | – | – | 1 |
| Bere Island, near Castletown, Co. Cork. | – | – | – | – | – | – | – | 1 | – | 1 |
| Binks, entrance to Humber | – | – | – | – | – | – | – | – | 1 | 3 |
| Bird or Burial Island, off Cloghy, Co. Down. | – | – | – | – | 2 | – | – | – | – | – |
| Birnie Rock, Fraserburgh | – | – | – | – | – | – | – | – | 1 | 1 |
| Bishop's Rocks, Pembrokeshire | – | – | 1 | 1 | 2 | 1 | 2 | 1 | – | – |
| Black Harbor Island, near Easdale, Argyleshire. | – | – | 1 | – | – | – | – | – | – | – |
| Black Island, Co. Down | – | 1 | 1 | – | – | – | – | – | – | – |
| Black Middens, *see* Tynemouth Rocks | – | – | – | – | – | – | – | – | – | – |
| Black Rock, Ayrshire | – | – | – | – | – | – | – | – | – | 1 |
| Black Rock, Ballyheige Bay, Co. Kerry. | – | – | – | – | – | – | – | 1 | – | – |
| Black Rock, Campbeltown | – | 1 | 1 | 1 | – | – | – | – | – | – |
| Black Rock, Carlingford Lough | – | – | – | – | – | – | – | – | – | 1 |
| Black Rock, Falmouth Harbour | – | – | – | – | – | – | – | – | – | 1 |
| Black Rock Reef, off Yarmouth Isle of Wight. | – | – | – | – | – | – | – | 1 | 1 | 1 |
| Black Rocks, off Leith | – | – | – | – | – | – | 1 | – | – | – |
| Black Rock, Sound of Islay | – | – | – | 1 | 1 | – | – | – | – | – |
| Black Tail Spit, Essex | – | 2 | – | – | 3 | – | – | – | 2 | 4 |
| Blackwater Bank, Wexford | – | 1 | – | 1 | 3 | 1 | – | – | – | – |
| Blakeney Sands, Norfolk | 1 | 2 | 2 | 3 | 2 | 4 | 1 | 2 | 2 | 2 |
| Blind Rock, Co. Donegal | – | 1 | – | – | – | – | – | – | – | – |
| Block House Rocks, Carlingford Lough | 1 | – | – | 1 | – | 1 | – | – | – | – |
| Bondicar Rocks, Hauxley, Northumberland. | – | – | 3 | 1 | 2 | 6 | – | 1 | – | – |
| Boulder Bank, Sussex | 1 | 1 | 2 | – | – | – | – | – | – | 2 |
| Boulmer Steel, Northumberland | 3 | 2 | 3 | 2 | – | – | – | 1 | – | 3 |
| Bounk-na-bow Sand, Tralee Bay | – | – | – | – | – | – | 1 | – | – | – |
| Bo Vie Cuianaen Rock, off the entrance to Castle Bay, Harbour, Barra Hebrides. | – | – | 1 | – | – | – | 1 | – | – | – |

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. |
|---|---|---|---|---|---|---|---|---|
| Brake Sand, Kent | 1 | 2 | 2 | 2 | 4 | 3 | – | 1 |
| Bramble Sand, Hampshire | – | – | – | – | – | – | – | 1 |
| Brassay Island, Shetland | – | – | – | – | 1 | – | – | – |
| Braunton Sands, Devon | – | – | – | – | – | 1 | – | – |
| Breaken Rocks, Firth of Forth | – | – | – | – | – | – | – | 1 |
| Breaksea Sand, Glamorganshire | – | – | – | – | 2 | – | – | – |
| Bridge Rocks, near Sennens Cove, Cornwall. | 1 | – | – | – | – | – | – | – |
| Briggs Reef, Groomsport, County Down. | – | 1 | – | – | 1 | – | – | – |
| Brigg's Rocks, Eyemouth | – | – | 1 | – | – | – | – | – |
| Brig Head Rocks, Northumberland | 1 | – | – | – | – | – | – | – |
| Brisson's Rocks, Cornwall | – | 1 | – | – | – | – | – | – |
| Brist Rock, near Girvan | 1 | 2 | 4 | 2 | 1 | – | – | – |
| Broad Craig Rock, about ½ mile E. of Gourdon, Kincardineshire. | – | – | – | – | – | – | – | 1 |
| Broad Sand, Courtmacsherry Bay, Co. Cork. | – | – | 1 | – | – | – | – | – |
| Broad Sand, Howth | 1 | – | – | – | – | – | – | – |
| Broadhaven Sands, Pembroke | – | 1 | – | – | – | – | – | – |
| Buck Rock, Cornwall | – | 1 | 1 | – | – | – | – | – |
| Bull Sands, Dublin | 1 | 3 | – | – | – | 8 | – | 2 |
| Burbo Bank, River Mersey | 2 | 3 | 2 | 2 | 3 | 9 | – | 10 |
| Burcum Sand, River Humber | – | – | – | – | 1 | – | 1 | – |
| Burnham Flat, Norfolk | – | – | – | – | 1 | – | – | – |
| Burn Stool Rocks, St. Andrew's Bay | 1 | – | – | – | – | – | – | – |
| Burnt Island, Argyleshire | – | 1 | – | – | – | – | – | – |
| Burr Island, County Down | – | 1 | 1 | – | – | – | – | – |
| Burrow Rock, Calf of Man | – | – | – | – | – | – | – | – |
| Burry Holmes, Bristol Channel | – | – | – | – | – | – | – | – |
| Bush Rocks, Burntisland | 1 | – | – | – | – | – | – | – |
| Bus or Bush Rocks, Frazerburgh Harbour. | – | – | – | – | – | – | 1 | – |
| Butter Lump Rock, County Down | – | 1 | – | – | – | – | – | – |
| Button Rocks, one mile north of Cahore Point. | – | – | – | – | – | – | 1 | – |
| Buxey Sand, Essex | – | 3 | 1 | 3 | – | 1 | – | – |
| Cairnbulg Briggs, Frazerburgh | 3 | – | 1 | – | 1 | – | – | 2 |
| Caistor Shoal, Norfolk | 1 | – | 3 | – | – | – | 1 | – |
| Calf Island, Sound of Mull | – | – | – | 1 | – | – | – | – |
| Campbell's Rock, Ardrossan | – | – | 1 | 1 | – | – | – | – |
| Cannon Rock, County Down | – | 1 | – | – | 1 | 1 | – | 4 |
| Cant Sand, Essex | – | 2 | – | – | – | – | – | 1 |
| Caple Island, Youghal Bay | – | – | – | – | – | – | – | 1 |
| Cardiff Sands, Glamorganshire | – | – | 1 | 1 | 3 | 2 | 1 | – |
| Carigy Llong Rock, Anglesea | – | – | – | – | 1 | – | – | – |
| Carr Rocks, off Crail | – | – | – | – | – | – | – | – |
| Carrick Rock, Port St. Mary Bay, Isle of Man. | – | – | – | 1 | – | – | – | – |
| Carrig Rocks, Isle of Man | – | 1 | – | – | – | – | – | – |
| Carthys Island, County Cork | – | – | – | 1 | – | – | – | – |
| Castlemoil Rock, Inverness | – | – | – | 1 | – | 1 | 1 | – |
| Causeway, Cardigan Bay | – | – | – | – | – | – | – | – |
| Causeway entrance to Menai Straits | – | – | – | – | – | – | – | – |
| Chapman Sand, Essex | – | – | – | 1 | – | – | – | – |
| Chapple Rock, Bristol Channel | – | – | – | – | – | – | – | 2 |
| Chequer Shoal, Mouth of Humber | – | – | – | – | – | – | – | – |
| Chicken Rocks, Isle of Man | – | – | 1 | – | 1 | – | – | – |
| Chit Rock, Sidmouth | – | 1 | – | – | – | – | – | – |
| Cleary's Bank, Youghal Bay | – | – | – | – | – | – | – | – |
| Cleeness Sands, Lincolnshire | – | 2 | 7 | 1 | 8 | 1 | – | – |
| Clipera Rocks, Holyhead Bay | – | – | – | – | 1 | – | – | – |
| Clonchan Rocks, Whitehead, County Antrim. | – | 1 | – | – | – | – | – | – |
| Coal Rock, Anglesea | – | 2 | 1 | – | – | – | – | – |
| Cobbler Reef, Plymouth Sound | – | – | – | – | – | – | – | – |
| Cockle Sand, Norfolk | 1 | 2 | 3 | 1 | 2 | – | 3 | 2 |
| Codling Bank, Wicklow | – | – | – | – | – | 1 | – | – |

## Table 22—*continued.*

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| Island, Argyleshire | – | 1 | – | – | 1 | – | – | 1 | – | – |
| lemine Sand Bank, Wexford Bay | – | – | – | – | – | – | – | 1 | – | – |
| umbine Sand, off Whitstable | – | – | – | – | – | – | 1 | – | – | – |
| ister Rocks, Douglas | – | 1 | – | – | – | – | – | – | – | – |
| nigbeg Rock, Wexford | – | – | 1 | – | – | – | – | – | – | – |
| istable Bank, Abergela Bay, Denighshire. | 1 | – | – | – | 1 | – | – | – | – | – |
| eland Islands, County Down | 3 | – | – | – | – | 4 | – | 1 | – | 1 |
| peras Rock, Bristol Channel | – | – | – | – | – | – | – | – | – | 1 |
| uct Island, Northumberland | – | 1 | – | – | – | – | – | – | 1 | – |
| k Sand, Essex | – | 1 | 1 | 1 | – | 1 | – | – | – | 1 |
| ton Sand, Suffolk | 8 | 3 | 8 | 5 | 3 | 6 | 2 | 2 | 8 | 1 |
| esea Skerries, Morayshire | – | – | 1 | 1 | 1 | – | – | – | – | – |
| v and Calf Rocks, Queenstown arbour | – | – | – | – | – | – | – | – | 1 | – |
| ig Demoss, off Aberdour, Fifeshire | – | – | – | – | – | – | – | 1 | – | – |
| igenroan Rock, near the entrance of ort Gordon Harbour, Banffshire. | – | – | – | – | – | – | – | 2 | – | – |
| ig O'Brien Rock, Co. Down | – | – | – | – | – | – | – | 1 | – | – |
| ster Car, Northumberland | – | – | – | – | – | – | – | – | – | 1 |
| sby Spit, entrance of the River Mersey. | – | – | – | – | – | – | 1 | – | 2 | – |
| ss Rocks, Co. Dublin | – | – | 1 | – | – | 1 | – | – | – | – |
| ss Sand, Yarmouth | 2 | 2 | 5 | 2 | 5 | 9 | 5 | 4 | 9 | 8 |
| w Rock, Pembrokeshire | – | – | – | – | 2 | – | 1 | – | 1 | 1 |
| sader Bank, near Blackpool, Lanashire. | – | – | 2 | – | – | – | – | – | – | – |
| ver Sands, Bristol Channel | – | – | – | – | – | 1 | – | – | – | – |
| ler Sand, Suffolk | – | 1 | 1 | – | 1 | 4 | – | – | 1 | – |
| mmaren Rocks, Carnarvon Bay | – | 1 | – | – | – | – | – | – | – | – |
| nger Patch, Lune Deep, Lancashire | – | – | 1 | – | – | – | – | – | – | – |
| seley Sand, Lynn Deeps | – | – | – | – | – | – | – | – | – | 1 |
| nts Rock, Cork | – | 1 | – | – | – | – | – | – | – | – |
| villian Island, Black Sod Bay, Co. Mayo. | 1 | – | – | – | – | – | – | – | – | – |
| puty Rock, Donaghadee | 1 | – | – | – | – | – | – | – | – | – |
| var Island, Campbeltown | 1 | 1 | – | 1 | – | – | 1 | – | – | 2 |
| sking Sand, Lincolnshire | – | – | 2 | – | – | – | – | – | – | – |
| g Head Sands, Skegness | – | 1 | – | 1 | – | – | 1 | – | 1 | – |
| gger Bank, Wexford | – | 1 | – | 2 | 3 | 1 | – | 1 | – | – |
| oran Bank, Co. Donegal | – | – | – | – | – | – | 1 | – | – | – |
| ugh Island, Co. Donegal | – | 1 | – | – | – | – | – | – | – | – |
| wsing Sand, Lincolnshire | – | – | 1 | – | 1 | 1 | – | – | – | – |
| ke's Island, Plymouth | – | – | 1 | – | – | 1 | – | – | 1 | – |
| gg Scar, near Ravenglass | – | – | – | – | – | – | – | 1 | – | – |
| ddon Bank, off Fleetwood | 1 | – | – | – | – | – | – | – | – | – |
| dgeon Sand, off Norfolk | – | – | – | 1 | 2 | 1 | – | – | – | 1 |
| las Island, Anglesey | – | 1 | – | – | 3 | – | – | – | 4 | 1 |
| lse Rock, off Queensferry, Linlithgowshire. | – | – | – | – | – | – | – | 1 | – | – |
| mroof Bank, Solway Firth | – | – | – | 2 | – | – | – | – | – | – |
| nball Sands, River Parrett | – | – | 1 | – | – | – | – | – | – | – |
| nnet Sands, Caithness | – | – | – | 1 | – | – | – | – | – | – |
| tchman's Bank, Anglesea | – | 1 | – | 1 | – | – | – | – | – | – |
| rl Rock, Carlingford Lough | – | – | – | – | – | – | – | – | 1 | – |
| st Knock Sand, Essex | – | – | – | 1 | – | – | – | – | – | – |
| st Linga Island, Shetland | – | – | – | – | 1 | – | – | – | – | – |
| st Pole Bank, Hants | – | 1 | – | – | – | – | – | – | – | – |
| st Spit, Cowes Harbour | – | – | – | – | – | – | – | – | 2 | – |
| b Stone, near Porthglais | – | – | – | – | – | 1 | – | – | – | – |
| dystone Rocks | 1 | – | – | – | – | – | – | – | – | – |
| acus Rock, Northumberland | – | 1 | – | – | – | – | – | – | – | – |
| ggot Rock, Newton, Northumberland | – | – | 1 | – | – | – | – | – | – | – |

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| Felixtow Ledge, off Harwich | – | – | – | – | – | – | – | – | 1 | – |
| Fern Islands, Northumberland | – | – | 1 | 1 | 2 | 1 | 1 | – | 2 | 4 | 1 |
| Ffridien Rock, Anglesea | 1 | – | – | – | – | – | 1 | – | – | – |
| Fidra Island, Firth of Forth | – | – | – | – | – | – | 1 | – | – | 1 |
| Filey Brig, Yorkshire | – | – | 2 | – | 2 | 2 | – | 1 | 2 | – |
| Filskirt Rock, Co. Waterford | 1 | – | – | – | – | – | – | – | – | – |
| Finis Rock, South Arran | – | – | – | – | – | – | – | – | – | 1 |
| Foreness Rock, North Foreland | – | – | 2 | – | – | – | – | – | – | – |
| Formby Spit, Lancashire | – | – | – | – | 1 | 1 | – | – | – | 1 |
| Fowler Rock, Dundee | 1 | – | 1 | – | – | – | – | – | – | – |
| Gaa Sand, River Tay | – | – | – | 1 | 1 | – | – | – | – | – |
| Gabbard Sand, off Harwich | 1 | – | – | – | – | – | – | – | – | 1 |
| Galloper Sand, at mouth of River Thames. | 1 | 2 | 3 | – | 2 | 2 | 1 | 1 | – | – |
| Gander Rock, near Port Ellen, Islay | – | – | 1 | – | – | – | – | – | – | – |
| Gare Sand, River Tees | – | 1 | – | 1 | – | – | 1 | – | 1 | 1 |
| Garvin Island, County Donegal | 1 | – | – | – | – | – | – | – | – | – |
| Gedges Rock, near Falmouth | – | – | – | – | – | – | – | – | – | 1 |
| Gigha Island, Argyleshire | – | – | – | – | 1 | – | – | 1 | – | 1 |
| Girdler Sand, River Thames | – | 3 | – | – | – | 1 | – | 2 | – | – |
| Goat Island, Stornoway | – | – | – | 1 | – | – | – | – | – | – |
| Goldstone Rock, near Holy Island, Durham. | – | 1 | – | – | – | 1 | – | – | – | 1 |
| Goodwick Sands, Pembroke | 2 | – | 2 | – | 2 | 5 | 1 | 2 | – | 3 |
| Goodwin Sands, Kent | 14 | 4 | 16 | 7 | 22 | 25 | 9 | 15 | 13 | 14 |
| Goose Rock, entrance to Needles | – | 1 | – | – | – | – | – | – | – | – |
| Gora Rock, Prawle | – | – | – | – | – | – | – | – | 1 | – |
| Gore Sand, near Burnham, Somerset | 1 | 1 | 1 | – | – | – | 1 | 1 | – | 1 |
| Gorred Gro Rocks, Menai Straits | – | – | – | – | – | – | – | 1 | – | – |
| Goswick Sand, Berwickshire | 2 | 1 | 1 | 2 | – | – | – | – | – | – |
| Grassholm Island | – | 1 | – | – | – | – | – | – | – | – |
| Green Island, Belfast Lough | – | – | 1 | – | – | – | – | – | – | – |
| Green Island, north of Cloghy, Co. Down. | – | – | – | – | – | – | 1 | – | – | – |
| Greenland Rocks, Isle of Lewis | – | 1 | – | – | – | – | – | – | – | – |
| Greenway Rocks, Padstow | 1 | 1 | – | – | – | – | – | – | – | – |
| Gunfleet Sand, at mouth of River Thames. | 3 | 10 | 6 | 5 | 3 | 5 | 3 | 8 | 4 | 4 |
| Gurran's Rocks, Galway Bay | 1 | – | 2 | – | – | – | – | – | – | – |
| Gwineas Rock, Cornwall | – | – | – | – | – | – | – | – | 1 | – |
| Hadsonscar Rock, off Hauxley | – | – | – | – | 1 | – | – | – | – | – |
| Hammonds Knoll, Norfolk | – | – | – | – | 1 | – | – | – | – | 2 |
| Harry Furlong's Rocks, Anglesea | 1 | – | – | – | – | 2 | – | 1 | – | – |
| Hasborough Sand, Norfolk | 15 | 9 | 11 | 9 | 10 | 15 | 3 | 7 | 8 | 8 |
| Hats and Barrels Rocks, Pembrokeshire | 1 | – | – | – | – | – | – | – | – | – |
| Hats Ledges, Crow Sound, Scilly | – | – | – | – | – | – | – | 1 | – | – |
| Hayling Island, Hampshire | – | – | – | 1 | 1 | – | 1 | – | – | – |
| Heaps Sand, Essex | – | – | – | – | – | – | 1 | – | – | – |
| Hebbles Sand, River Humber | – | – | – | – | – | – | – | – | – | 1 |
| Helbre Island, off Cheshire | – | – | – | – | – | 1 | 1 | – | – | – |
| Helwick Sand, Glamorganshire | – | – | – | – | – | – | 1 | – | – | – |
| Hems Rocks, Cloghy Bay, Co. Down. | – | – | – | – | – | – | – | – | 1 | – |
| Hen and Chickens Rocks, Firth of Forth. | – | – | – | – | – | – | – | – | – | 1 |
| Hendon Rocks, near Sunderland | – | – | – | – | – | – | 1 | – | 1 | 2 |
| Hepburn Shoal, *see* Tynemouth Rocks | – | – | – | – | – | – | – | – | – | – |
| Herd Sand, Durham | 1 | – | 1 | 1 | 1 | 1 | – | – | 3 | 2 |
| Herring Sand, Lincolnshire | – | – | – | – | – | – | – | – | – | 1 |
| Herriot Rock, off Inchkeith | 1 | – | – | – | – | – | – | – | – | – |
| Hettyhunter Rocks, Carlingford | – | – | – | – | – | – | – | – | 1 | 1 |
| Holm Mouse Rock, near Stornoway | 1 | – | – | – | – | – | – | – | – | – |

## Table 22—*continued.*

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| Holm Sand, Suffolk | 2 | 3 | 5 | 1 | 2 | 4 | 1 | 1 | 5 | 2 |
| Holmes Sand, Bristol Channel | – | 1 | – | 1 | – | 1 | – | – | – | – |
| Holy Island, Buteshire | 2 | – | 1 | – | – | – | – | 5 | 5 | 2 |
| Holy Island, Durham | 6 | 10 | 3 | 1 | 1 | 5 | 1 | 8 | 4 | 6 |
| Hook Sand, Poole | 2 | 2 | – | 1 | – | 4 | 1 | – | 1 | – |
| Hooper Sand, off Pembrey | – | 1 | – | – | – | – | 1 | – | – | 1 |
| Hopeman Rocks, Burghead | – | – | – | – | – | – | – | – | – | 1 |
| Horn Back Rocks, Peterhead | – | – | – | – | 1 | – | – | – | – | – |
| Horse Bank, Southport | 1 | 1 | – | – | 3 | 1 | 1 | 2 | 1 | – |
| Horse Island, Castletownsend, Co. Cork | – | – | – | – | – | – | – | 1 | – | – |
| Horse Island, Sligo Bay | 1 | – | – | – | – | – | – | – | – | – |
| Horse Isle, near Ardrossan | – | – | – | 1 | 1 | – | 1 | – | – | – |
| Horse Rock, Ramsey Sound | – | – | – | 1 | – | – | – | – | – | – |
| Horse Rock, Yorkshire | – | 1 | – | – | – | – | – | – | – | – |
| Horse Sand, Spithead | – | – | – | 3 | – | – | – | – | – | – |
| How Ledge, Colwell Bay, I. of Wight | – | – | – | – | – | – | – | 1 | 1 | – |
| Hoyle, East and West Sands, River Mersey. | – | 5 | 3 | 3 | 3 | 1 | – | 1 | 4 | 4 |
| Hugo Bank, Porthcawl | 1 | – | – | – | – | – | – | – | – | – |
| Hurcas Rocks, off Bamburgh | – | – | – | – | – | – | – | – | 1 | – |
| Hynd Rocks, Co. Fife | – | 1 | – | – | – | – | – | – | – | – |
| Inchcolm Island, Co. Fife | – | – | – | 1 | – | 2 | – | 1 | 1 | – |
| Inchkeith, Frith of Forth | – | – | – | – | – | – | – | – | 2 | – |
| Innisbofin Island, County Donegal | – | – | – | – | – | 1 | – | – | – | – |
| Inniscoo Island, County Donegal | – | 1 | – | – | – | – | – | 1 | – | – |
| Innisgort Island, County Mayo | – | – | – | – | 1 | – | – | – | – | – |
| Innisknee Island, Galway | 1 | – | – | – | – | – | – | – | – | – |
| Innismurray Island, County Sligo | 1 | – | – | – | – | – | – | – | – | – |
| Innistrahull Rock, County Donegal | – | – | – | 2 | – | – | – | – | – | – |
| Iron Rocks, Arran, Firth of Clyde | – | – | – | – | – | – | – | – | 1 | – |
| Isle of May, Frith of Forth | – | – | – | 1 | – | 1 | – | 2 | – | – |
| Jordan Flats, Lancashire | 1 | – | – | – | 1 | – | 1 | 2 | 2 | 1 |
| Keel Rock, Dartmouth | – | – | – | – | – | – | – | – | – | 1 |
| Keldes Steel, Sandsend | – | 1 | – | – | – | – | – | – | – | – |
| Kenfig Sand, Glamorganshire | – | – | 1 | – | 1 | 1 | – | – | – | – |
| Kentish Knock, Essex | 2 | 4 | 3 | 3 | 3 | 5 | 3 | 6 | 2 | 8 |
| Kerrara Island, near Oban | 1 | – | – | – | – | – | – | – | – | – |
| Kettleness Steel, Yorkshire | – | 1 | 1 | – | – | – | – | – | – | – |
| Kimmeridge Ledge, Dorset | 1 | 1 | 1 | – | – | – | 1 | 1 | – | – |
| Kish Bank, Dublin | 2 | – | 2 | 1 | – | 1 | – | 2 | – | 1 |
| Knock Sand, Lincolnshire | – | – | – | – | 2 | – | – | – | – | – |
| Knowle Sand, off Mablethorpe | – | – | – | – | – | – | 1 | – | – | – |
| Kynys Wullt Rock, off Crigyll, Anglesea. | – | – | – | 1 | – | – | – | – | – | – |
| Lady Bank, Firth of Tay | – | – | – | – | – | – | – | 1 | – | – |
| Lady Island, Troon | – | 1 | – | 1 | – | – | – | – | – | – |
| La Fad Rock, entrance to Eyemouth Harbour. | – | – | 1 | – | – | – | – | – | – | – |
| Landguard Spit, Harwich | – | – | 1 | – | – | – | – | – | – | – |
| Leigh Middle Sand, Essex | – | – | – | – | – | – | 1 | – | 2 | – |
| Leman and Ower Sand, off Norfolk | 4 | – | 1 | 3 | 4 | 7 | – | 3 | 2 | 3 |
| Little Herwit Sand, Firth of Forth | – | – | – | – | – | – | 1 | 1 | – | – |
| Loather Rock, Pentland Frith | 1 | – | – | – | – | – | – | – | – | – |
| Long Banks, Wexford | 1 | 3 | 1 | 1 | – | – | – | – | 1 | – |
| Long Rock, Ballywalter | 1 | 1 | 1 | – | – | – | – | – | – | – |
| Long Rock, Cork | – | 1 | – | – | – | – | – | – | – | – |
| Long Rocks, Penzance | 2 | – | – | – | – | – | – | – | – | – |

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. |
|---|---|---|---|---|---|---|---|---|
| Long Sand, Essex | 11 | 10 | 12 | 16 | 13 | 13 | 4 | 8 |
| Long Sand, Lynn Well | 1 | – | 1 | – | – | – | – | – |
| Long Sand, Tynemouth | – | – | – | 1 | – | – | – | – |
| Long Scawr, Durham | – | – | 1 | 1 | 4 | 3 | – | 1 |
| Longnose Rocks, Kent | – | 1 | 4 | – | 1 | – | 1 | – |
| Longships Rocks, Cornwall | – | – | – | 2 | – | – | – | – |
| Lucifer Bank, Wexford | – | 1 | – | – | – | 1 | – | 1 |
| Lugo Bank, Falmouth Harbour | – | – | – | – | – | – | – | – |
| Lumpford Bank, Lough Larne | – | – | – | – | – | – | 1 | – |
| Lynch Sand, Burry River | – | – | – | – | – | – | – | – |
| Mablethorpe Sands, Lincolnshire | – | – | – | 1 | – | – | – | – |
| Magee Island, Lough Larne | – | – | – | – | 1 | – | 2 | – |
| Magee Rocks, outside of Boddam Harbour. | – | – | – | – | – | – | 1 | – |
| Maiden Rocks, County Antrim | 1 | – | 1 | – | – | – | – | – |
| Manacles Rocks, Cornwall | 1 | – | 1 | – | – | 1 | – | 1 |
| Mantle Rock, Galway Bay | 1 | – | – | – | – | – | – | – |
| Maplin Sand, Essex | 4 | 7 | 3 | – | 2 | 5 | 2 | 4 |
| Marcaid Rock, Bay of Peterhead | – | – | – | – | – | – | 1 | – |
| Margate Sands, Kent | – | 2 | 1 | 3 | 2 | – | – | – |
| Maudsley Shoal, Orfordness | – | – | 1 | – | – | – | – | – |
| Maydulse Rocks, Firth of Forth | – | – | – | – | – | – | – | 1 |
| Mecammon Island, off Cloghy, Co. Down. | – | – | – | – | – | – | – | – |
| Menavore Rock, Scilly | – | – | – | 1 | – | – | – | – |
| Men of Moy Rocks, off St. John's Point, Pentland Firth. | – | – | – | – | – | – | – | 1 |
| Mew Island, County Down | 1 | 1 | – | – | – | – | 1 | – |
| Middle Bank, off the Owers, Sussex | – | – | – | 1 | – | – | – | – |
| Middle Ridge, Devon | 1 | – | – | – | – | 1 | – | – |
| Middle Sand, Essex | – | 2 | – | 1 | – | – | – | – |
| Middle Sand, River Humber | – | 1 | – | – | – | – | – | – |
| Middle Spit, Cardiff Roads | – | – | 1 | – | – | – | – | – |
| Mixen Rock, Sussex | 1 | – | – | – | – | 1 | – | – |
| Mixen Sands, near the Mumbles | – | – | – | – | – | – | – | 1 |
| Mole Rocks, Dover | – | 1 | – | – | – | – | – | 1 |
| Monachan Rock, Isle of Whithorn Bay, Wigtonshire. | – | – | – | – | 1 | – | – | – |
| Morte Stones, North Devon | 1 | 1 | 1 | 1 | – | – | – | – |
| Mount Batten Reef | 1 | 1 | 1 | – | – | – | – | – |
| Mousehole Island, Cornwall | – | – | 1 | – | – | – | – | – |
| Mouse Sand, at mouth of River Thames. | 1 | – | – | – | – | – | – | 3 |
| Muck Island, Co. Antrim | – | – | 1 | – | – | – | – | – |
| Muckle Skerries, Shetland | – | – | – | 1 | – | – | – | – |
| Muglin Rocks, Dublin | – | – | – | – | – | – | – | 1 |
| Mutton Island, Galway Bay | 1 | – | – | 1 | – | – | – | – |
| Nash Sand, Glamorganshire | – | 1 | – | 1 | 3 | 1 | 1 | – |
| Newarp Sand | – | – | – | – | – | – | – | – |
| Newcombe Sand, near Dungeness | 1 | – | – | – | – | 1 | – | – |
| Newcome Patch, Gloucestershire | 1 | – | – | – | – | – | – | – |
| Newcome Sand, Norfolk | 2 | 4 | 1 | 3 | 5 | 2 | 2 | 4 |
| Newgate Sand, Pembroke | – | – | – | – | 1 | – | – | – |
| Newton Rocks, Northumberland | 1 | – | – | – | – | – | – | – |
| Nichola Rock, entrance to Ayr Harbour | – | – | 1 | – | – | – | – | – |
| Nigg Sands, Cromarty | – | – | – | – | – | – | – | – |
| Nore Sand, River Thames | 1 | – | – | 1 | 2 | – | – | – |
| North Bank, River Mersey | – | 1 | – | 1 | – | – | – | – |
| North Bishop Rock, Pembrokeshire | – | – | 1 | – | – | 1 | – | – |
| North Carr Rock, Fifeshire | – | – | 1 | – | – | – | – | – |
| North Rock, County Down | – | 1 | 1 | 1 | – | 1 | – | – |
| North Sand, Norfolk | 2 | 5 | – | – | 1 | 4 | – | 2 |
| North Spit, Liverpool Bay | – | – | – | – | – | – | – | – |
| Northam Sands, Devon | – | 3 | – | – | 1 | – | – | 1 |

## Table 22—*continued.*

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| Sand, Mouth of the Thames | – | 1 | – | 1 | – | – | 1 | – | 1 | 1 |
| Bank, 3 miles west of Findhorn | – | – | – | – | 1 | – | – | – | – | – |
| Horse Rocks, South of Scarrough. | – | – | 1 | – | – | – | – | – | – | – |
| hore Sands, Sutherlandshire | – | 1 | – | – | – | – | – | – | – | – |
| r Gabbard Sand, off Harwich | – | – | – | – | – | – | – | 1 | – | – |
| rs Rock, Sussex | 2 | – | – | 2 | 1 | 2 | – | – | 1 | 3 |
| ır Bank, Firth of Forth | – | – | – | – | – | – | 1 | – | – | – |
| ır Rock, Aberdour | – | 1 | – | – | – | – | – | 1 | – | – |
| er Island, Sligo | – | 1 | 1 | – | – | – | – | – | – | – |
| l Sand, Whitstable | – | – | – | – | – | – | – | 1 | – | 1 |
| Sands, Fowey | – | – | 1 | – | – | 1 | – | – | – | – |
| h Sand | 1 | – | – | – | – | 1 | – | – | – | – |
| rson's Rocks, Island of Sanda | 2 | – | – | – | 1 | 1 | – | – | 1 | – |
| Sands, Berwickshire | 1 | – | – | – | – | – | – | – | – | – |
| r Sands, Haddingtonshire | – | – | 1 | – | – | – | – | – | – | – |
| brey Sands, Carmarthenshire | – | 1 | – | – | – | – | – | – | – | – |
| line Sand, Pembrokeshire | – | – | – | – | – | 1 | – | – | – | – |
| nington Spit, Solent | – | – | – | – | – | – | – | 4 | 2 | – |
| land Skerries | – | – | – | – | 2 | – | – | – | 1 | 1 |
| eril Ledge, near Swanage | – | – | 1 | – | – | – | – | – | 1 | – |
| Ridge, Lancashire | – | – | 1 | – | 1 | – | – | – | – | – |
| ng Sands, Fleetwood | – | 1 | – | – | – | – | – | – | – | – |
| lda Island, Bute | – | 1 | – | – | – | – | – | – | – | – |
| ters Rocks, Skerries, Anglesea | – | – | – | – | 1 | 1 | 2 | – | – | – |
| ters Sand, off Landguard Fort, ulfolk. | – | – | 1 | – | 1 | 3 | – | – | – | – |
| igh Rock, near Holy Island, Durham. | – | 1 | – | – | – | – | – | – | 1 | – |
| igh Rock, off Cloghy, County Down | – | – | – | – | – | – | – | – | – | 1 |
| nt of Ayr Bank | – | – | 1 | – | – | – | – | – | – | – |
| Sand, Teignmouth | 1 | – | – | – | – | 1 | – | 1 | 1 | – |
| ard Sand, Whitstable | – | – | – | – | – | – | 1 | – | – | – |
| theawl Sands, Glamorganshire | – | 2 | 1 | – | – | – | – | – | – | – |
| a Sand, Cornwall | – | 1 | 1 | – | 1 | – | – | – | – | – |
| ors Rock, River Tyne | – | – | – | – | – | – | – | – | 1 | – |
| tector Sand, off the Humber | – | – | – | – | – | 1 | – | – | – | – |
| ud Foot, Wick Bay | – | – | – | – | – | – | – | – | 1 | – |
| fin Island, East Coast of Anglesey | – | – | 1 | 3 | 1 | 2 | – | – | – | – |
| Sand, Essex | 1 | – | – | 1 | – | – | 1 | 1 | – | 1 |
| erns, off Ramsgate | – | – | – | – | – | – | – | – | – | 1 |
| bbit Islands, Kyles of Tongue, Sutherlandshire. | – | – | – | – | – | – | – | – | 1 | – |
| ce Bank, 20 miles N.W. of Cromer | – | – | – | 1 | – | – | – | – | – | – |
| jah Toole's Rock, Galway Bay | – | – | – | – | – | – | – | 1 | – | – |
| msdale Scar, near Scarborough | – | – | – | – | – | 1 | – | – | – | – |
| thlin Island, Antrim | – | 1 | – | 2 | – | 1 | 2 | 1 | 1 | 1 |
| ttray Briggs, Aberdeen | – | – | – | – | – | – | – | – | – | 1 |
| y Sand, Essex | – | – | – | – | 1 | – | – | – | – | – |
| dcar Rocks, Yorkshire | 1 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 6 | 1 |
| d Sand, near the Nore | – | – | – | – | – | – | – | – | 1 | – |
| mmington Spit, Lymington | – | – | – | – | – | – | – | – | – | 1 |
| tarrier Ledge, Scilly Isles | – | – | – | – | – | – | – | – | 1 | – |
| oscolyn Cairn, Anglesea | – | – | 1 | – | 2 | – | – | – | – | – |
| osilly Sand, Glamorgan | – | 1 | – | – | – | – | – | – | – | – |
| lge Bank, off Cloghy, County Down | – | – | – | – | – | – | 1 | – | – | – |
| dge Sand, Kent | – | – | – | – | 2 | 1 | 2 | – | 1 | 2 |
| ff Bank, near Chanonry Point, Cromarty. | – | – | – | – | – | – | – | 1 | – | – |
| sa Little, Orkney Islands | – | – | – | – | 1 | – | – | – | – | – |
| ar Sand, Kent | – | – | – | – | – | 2 | – | – | – | 1 |
| bin Rigg Sand Bank, Cumberland | – | 2 | 2 | 2 | – | – | – | – | 1 | – |
| ckam Shoal, near Ilfracombe | – | – | – | 2 | – | – | – | – | – | – |
| ck Angus, Strangford | – | – | 1 | – | – | – | – | – | 1 | – |
| ck of Skerry, Peterhead Bay | – | – | – | – | – | – | – | – | 1 | – |

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| Roger Sand, Boston Deeps | 1 | – | – | – | 1 | – | – | – | – | 1 |
| Roker Rocks, near Blyth | – | – | – | – | 1 | – | – | – | 1 | 1 |
| Rosebeg Bank, near Howth | 1 | – | – | – | – | – | – | – | – | – |
| Rose Sand, River Humber | 1 | – | – | – | – | – | – | – | – | – |
| Roseneath Patch, Firth of Clyde | – | – | – | – | – | – | – | – | – | 1 |
| Rosevear Rocks, Scilly | – | – | – | 1 | – | – | – | – | – | – |
| Ross Ledge, Grimsby Channel, Scilly | – | – | – | 1 | – | – | – | – | – | – |
| Rough Sand, N. Sea | – | – | – | 1 | – | – | – | – | – | – |
| Round Rock, St. Mary's Sound, Scilly | – | – | – | – | – | – | 1 | – | – | – |
| Rundlestone Rock, Cornwall | – | 1 | – | – | – | 1 | – | 1 | – | – |
| Ryde Sands, Isle of Wight | – | – | 2 | 2 | – | 1 | 1 | 2 | 5 | 3 |
| Ryhope Rocks, Durham | – | – | – | – | – | – | – | 1 | – | – |
| Saint Bartholomew's Ledge, Scilly | – | – | – | 1 | – | – | – | – | – | – |
| Saint Clement's Island, Cornwall | – | – | – | – | – | – | 1 | – | – | – |
| Saint Mary's Isle, Kirkcudbright | – | 1 | – | – | 1 | – | 1 | – | – | – |
| Saint Patrick's Causeway, Cardigan Bay. | – | 1 | 1 | – | – | – | – | 1 | – | – |
| Salisbury Bank, River Dee, Flintshire | – | – | – | – | – | – | – | 2 | – | – |
| Salt Island, Holyhead | – | 1 | – | – | – | – | – | – | – | – |
| Salt Rock, Wexford | – | 1 | – | – | – | – | – | – | 1 | – |
| Saltees Island, Wexford | 1 | 1 | 1 | – | – | – | – | – | – | – |
| Salters Rocks, Dunany Point, County Louth. | – | – | – | – | – | – | – | – | – | 1 |
| Saltfleet Sands, Lincolnshire | – | 1 | – | – | – | 1 | – | – | – | – |
| Salthouse Bank, near Lytham | 2 | 1 | 1 | – | – | 1 | – | – | 1 | – |
| Sand Hale Bank, Lincolnshire | 1 | 1 | 4 | 1 | – | – | – | 2 | – | 1 |
| Sanda Island, Campbeltown | – | 2 | 1 | – | – | – | 1 | – | 1 | 1 |
| Sandwich Flats, Kent | 1 | – | – | – | – | 1 | – | – | – | – |
| Saunton Sands, North Devon | 1 | 1 | 1 | – | 1 | – | – | 2 | 1 | – |
| Scarborough Rocks | – | – | – | – | – | 2 | – | – | – | – |
| Scarlet Rock, Isle of Man | – | – | – | 2 | – | – | – | – | – | – |
| Scarr Rocks, Belfast Lough | – | – | – | – | – | – | – | – | – | – |
| Scarrs of Cruden, Aberdeenshire | – | – | – | – | – | – | – | 2 | – | – |
| Scars Rocks, near Solva Harbour, Pembrokeshire. | – | – | – | – | – | – | – | 1 | – | – |
| Scart Rock, about 3 miles W. by S. of Troon. | – | – | – | 1 | – | – | – | – | – | – |
| Scart Rocks, Sound of Sanda | – | – | – | – | – | – | – | 2 | – | – |
| Scarweather Sands, Bristol Channel | – | – | 1 | – | – | – | 1 | – | 1 | 1 |
| Scotston Brigs, Peterhead | – | 1 | – | – | – | – | – | – | – | – |
| Scougal Rocks, East of N. Berwick | – | 1 | 1 | – | 1 | 2 | – | – | – | – |
| Screens Rocks, Isle of Whithorn Bay, Wigtown. | – | – | 1 | – | 1 | – | – | – | – | – |
| Scroby Sand, off Great Yarmouth | 6 | 4 | 4 | 1 | 2 | 2 | 1 | 1 | 6 | 4 |
| Seal Rock, Firth of Clyde | – | – | – | – | – | – | – | – | – | 1 |
| Scuttocks, Orkney | – | – | – | – | – | – | – | – | – | 1 |
| Seal Rock, Galway Bay | – | – | – | – | – | – | 1 | – | – | – |
| Seaton Sands, Durham | – | 1 | – | – | – | – | – | – | 2 | 1 |
| Selker Rocks, Cumberland | – | – | – | – | – | – | – | – | – | 2 |
| Selsey Bill, Sussex | 1 | – | – | – | – | – | – | – | 1 | – |
| Seven Stones, Land's End | 1 | 1 | 1 | 1 | 1 | – | 1 | – | 2 | 1 |
| Shaft Rock, off Seaham | – | – | – | – | – | – | 1 | – | – | – |
| Shagstone Rock, Plymouth | 1 | – | 1 | – | 1 | 4 | – | 1 | – | – |
| Shark Island, Galway | – | – | – | 1 | – | – | – | – | – | – |
| Sheave Rock, Portland | – | – | – | – | – | 1 | – | – | – | – |
| Sheep Rock, Carlingford Lough | – | – | – | – | – | – | – | – | 1 | – |
| Sherringham Shoal, Norfolk | 3 | – | – | – | – | – | – | – | 2 | 1 |
| Shiffing Rock, Co. Antrim | 1 | – | – | – | – | – | – | – | – | – |
| Shingles Reef, Hants. | – | 3 | 1 | – | 1 | 1 | – | 1 | 2 | 2 |
| Ship Ledge, Isle of Wight | – | – | 1 | – | 1 | – | – | – | – | – |
| Ship Rock, near Roddens, County Down. | – | – | – | – | – | – | 1 | – | – | – |
| Shipwash Sand, Essex | 4 | 3 | – | 4 | 5 | 5 | 1 | 4 | 3 | 6 |
| Shivering Sand, Kent | – | – | – | – | – | 1 | – | – | – | – |
| Shoebury[illegible]ess Sands | – | – | – | – | – | – | – | – | 6 | 4 |
| Shokham Island, near Milford, Pembrokeshire. | – | – | 1 | – | – | – | – | – | – | – |
| Shurkey Island, Kenmare River | 1 | – | – | – | – | – | – | – | – | – |
| Silloth Bank, Cumberland | – | – | – | – | – | – | – | – | 1 | 1 |
| Sizewell Bank, Suffolk | 1 | 5 | 2 | 1 | 1 | 3 | 1 | 1 | – | – |
| Skear Rock, Tenby | – | 1 | – | – | – | – | – | – | – | – |
| Skerrienoe Rock, off Lewis, Hebrides | – | – | – | 1 | – | – | – | – | – | – |
| Skerries, Anglesea | 2 | – | – | 1 | 2 | 1 | 1 | – | – | – |
| Skerries, Dublin | – | – | 1 | – | – | – | – | – | – | – |
| Skerries off Portrush | – | 1 | – | – | – | – | – | – | – | – |
| Skerry Reefs, Deerness, Orkney | – | – | – | – | – | – | – | – | 1 | – |
| Skerryvore, or Big Rock, Stornoway Loch. | – | – | – | 1 | – | – | – | – | – | – |
| Skerryvore Rocks, off Argyleshire | 1 | – | – | – | – | – | – | 1 | – | – |
| Skomar Rock, Pembrokeshire | 1 | – | – | – | – | – | – | – | – | – |
| Skull Martin Rock, County Down | 4 | – | – | – | – | – | – | 1 | – | – |

## Table 22—*continued.*

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. |
|---|---|---|---|---|---|---|---|---|---|---|
| Smalls Rocks, Pembrokeshire | – | – | – | – | – | – | – | – | – | 1 |
| Smith's Knoll, near Hasborough Sand | – | – | 1 | – | – | – | 1 | 1 | – | – |
| Smithwick Sand, Bridlington | 1 | – | 1 | – | – | – | – | – | – | – |
| Souter Point, near Whitburn | – | 2 | 1 | 1 | 1 | 1 | – | – | – | – |
| Souters, off Cromarty | – | – | – | – | – | – | – | – | – | 1 |
| South Bank, Aberdovey | – | – | 1 | – | 1 | – | – | – | – | – |
| South Rock, Co. Down | – | 2 | – | – | – | 1 | – | 1 | 1 | – |
| South Sands, Tenby | – | – | 1 | – | – | – | – | – | – | – |
| Southward Wells Rocks, Samson Island, Scilly. | – | – | – | 1 | – | 1 | – | – | – | – |
| Sow and Pigs Rocks, Blyth | 1 | 1 | – | – | 1 | 2 | – | 1 | – | – |
| Spaniard Sand, Kent | – | 1 | – | 1 | 3 | – | – | – | – | 1 |
| Spanish Ledges, St. Mary's Sound, Scilly. | – | – | – | – | 1 | – | – | 1 | – | – |
| Spit Bank, Queenstown Harbour | – | – | – | – | – | – | – | 2 | – | – |
| Spit Sand, Bristol Channel | – | – | – | – | – | – | – | 1 | 1 | – |
| Spittal Carr Rocks, Newbiggin | – | 1 | – | – | – | – | – | – | – | – |
| Splough Rock, Co. Wexford | – | – | – | – | – | – | – | 1 | – | – |
| Stag Rock, Cornwall | 1 | 2 | – | 1 | 1 | 2 | – | 1 | – | – |
| St. Patrick's Rocks, Ballina | – | 2 | – | – | – | – | – | – | – | – |
| Stone Binks, Spurn Point | – | 2 | 1 | – | – | – | – | – | – | 1 |
| Stream Rock, Skye | – | 1 | – | – | – | – | – | – | – | – |
| Stroma Skerries, Caithness | – | – | – | 1 | – | – | – | – | – | – |
| Suhar Rocks, near Stornoway | 1 | – | – | – | – | – | – | – | 1 | – |
| Sully Island, Glamorganshire | 1 | 1 | 1 | – | 1 | – | – | – | – | 2 |
| Sunk Sand, Essex | – | 1 | 2 | 1 | 2 | 3 | 2 | – | – | 1 |
| Sunk Sand, River Humber | – | – | – | – | – | – | – | 1 | 1 | 1 |
| Swadman Rock, off Bamborough | – | – | – | 1 | – | – | – | 4 | 1 | 2 |
| Swallow Bank, near New Romney | – | 1 | 1 | – | – | – | – | – | 3 | – |
| Swilley Rocks, Anglesea | – | – | – | – | – | 1 | – | – | – | 3 |
| Swin Sand, mouth of the Thames | – | – | 1 | – | – | 1 | 1 | – | 3 | 3 |
| Switha Island, Orkney | – | – | 1 | – | – | – | – | – | – | – |
| Taylor's Bank, River Mersey | 1 | – | 2 | 1 | – | – | – | – | 1 | – |
| Taylor's Reef, Lambay Island | – | 1 | – | – | – | – | – | – | – | – |
| Ted's Bank, Southport | – | – | – | – | – | – | – | – | – | 1 |
| Tetney Sand, Lincolnshire | 2 | – | 1 | 1 | – | – | – | – | – | – |
| Thief Sand, off Burnham, Norfolk | – | 1 | – | – | – | – | – | – | – | – |
| Thornham Sand, Norfolk | – | 1 | – | – | – | – | – | – | – | – |
| Three Fathoms Bank, off Workington | – | – | – | – | – | – | – | – | 1 | – |
| Thusla Rocks, about 3 miles W. of Port St. Mary, Isle of Man. | – | – | – | 1 | – | – | – | – | – | – |
| Toe Rocks, Milford Haven | – | – | – | – | – | – | – | – | 1 | – |
| Tongue Sand, Kent | 1 | – | 2 | – | – | – | – | 2 | 2 | 1 |
| Tory Island, Donegal | – | – | – | – | – | 2 | – | – | 1 | – |
| Towen Sands, Carmarthen | 1 | – | – | – | – | 1 | – | – | – | – |
| Trevallen Rocks, Pembrokeshire | – | – | – | – | – | – | – | – | – | 1 |
| Trinity Sand, River Humber | – | 1 | – | – | – | – | – | – | 2 | 2 |
| Trunkhill Bank, near Southport, Lancashire. | – | – | – | 1 | – | – | – | – | – | – |
| Tugs Scad Rocks, near Penrhosfilo Anglesea. | 1 | – | – | – | – | – | – | – | – | – |
| Tuskar Rock, Glamorganshire | 2 | – | – | – | 1 | – | – | – | – | – |
| Tuskar Rock, Wexford | 2 | – | – | 2 | – | – | – | 2 | 3 | 2 |
| Twin Island, Belfast Lough | – | – | – | 1 | – | 4 | – | 1 | 1 | – |
| Twyn-y-Griben Rocks, Anglesea | – | 1 | – | – | – | – | – | – | – | – |
| Tyna Sands, Haddingtonshire | – | 1 | – | – | – | – | – | – | – | – |
| Tynemouth Rocks, including the Black Middens and the Battery Rocks, and Hepburn Shoal, Northumberland. | – | – | 4 | 2 | 7 | 1 | – | – | – | – |
| Udder Rock, near Looe, Cornwall | – | – | – | 1 | – | – | – | – | 1 | – |

| Name of Rock or Sand. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. |
|---|---|---|---|---|---|---|---|---|
| Valentia Island, off Port Magee | – | – | – | 1 | – | – | – | 1 |
| Varne Sand, Kent | – | 1 | – | – | – | – | – | – |
| Victoria Rock, Anglesea | – | – | 2 | – | – | – | – | – |
| Vow's Rocks, Frith of Forth | – | 1 | – | – | – | – | – | – |
| Wainfleet Sand, Lincolnshire | – | – | 2 | – | – | – | – | – |
| Wallace Rocks, near Roddens, County Down. | – | – | – | 1 | – | – | – | – |
| Walney Island, Lancashire | – | 3 | 1 | 1 | – | 4 | – | 2 |
| Walpole Rock, near Margate | 1 | – | 2 | – | – | – | – | – |
| Warden Ledge, Isle of Wight | – | – | – | – | – | – | – | 1 |
| Water Rock, near Killaugh | 1 | – | – | – | – | – | – | – |
| Watson's Rock, Carlingford Lough | – | – | – | – | – | – | – | – |
| Weir Island, Menai Straits | – | – | – | – | – | – | – | – |
| Well Bank, Norfolk | – | – | – | – | – | 1 | – | – |
| Wells Sands, Norfolk | – | 4 | 2 | – | – | 3 | – | – |
| West Bank, Belfast Lough | – | – | 1 | – | – | – | – | – |
| West Beacon Sand, Lynn Roads | – | – | – | – | – | – | – | – |
| Westgate Rock, near Margate | 1 | – | – | – | – | – | – | – |
| West Mark Knock Sand, Lynn Roads. | – | 1 | 1 | – | – | – | – | – |
| West Middle Bank, near Formby | 1 | – | – | 1 | – | – | – | – |
| West Mouse Sand, Anglesea | – | 1 | 1 | – | – | – | – | – |
| West Rocks, Harwich | 1 | 1 | – | 1 | – | – | 2 | – |
| Whale Back Rock, near Lossiemouth | – | – | – | – | – | – | – | – |
| Whales Back Rocks, Sutherlandshire. | 1 | – | – | – | – | – | – | – |
| Whiddy Island, Bantry Bay | – | – | – | – | – | – | – | – |
| Whitburn Steel, Durham | 4 | 2 | 3 | 1 | 2 | – | – | 1 |
| Whitby Sands and Rocks, Yorkshire. | 3 | 1 | – | 3 | 2 | – | 1 | 2 |
| White Steel, Durham | – | – | – | – | – | – | – | – |
| White Stones, about 2½ miles W. of Banff. | – | – | – | – | – | – | – | 1 |
| Whitford Sands, Glamorgan | – | 1 | 1 | – | – | – | 1 | – |
| Whithorn Island, Wigton | – | 1 | – | – | – | – | – | 1 |
| Whithouse Sands, Northumberland | – | – | 1 | – | – | – | – | – |
| Whiting Sand, Suffolk | 2 | 1 | 2 | 1 | – | 1 | – | – |
| Whittaker Sand, Essex | 1 | – | – | – | – | – | 1 | 1 |
| Wolf Rocks, Cornwall | – | 1 | – | – | – | – | – | – |
| Wolves Rocks, Bristol Channel | 1 | 1 | – | – | 1 | – | 1 | 1 |
| Woolcombe Sands, North Devon | – | 1 | – | – | – | – | – | – |
| Woolpack Sand, Lynn Deeps | – | – | 3 | – | 1 | 1 | – | – |
| Woolsteners, off Hayling | – | – | – | – | – | – | – | 1 |
| Yell Sound, Shetland Islands | – | – | – | 1 | – | – | – | – |
| Yeoman's Bank, about 2 miles S.W. of Morecambe. | – | – | – | – | – | – | – | 1 |
| Zimbra Flats, River Mersey | – | 2 | – | – | – | – | – | – |
| Totals | 253 | 294 | 285 | 281 | 255 | 288 | 124 | 234 |

# APPENDIX A. to PART I.

**Number of WRECKS, CASUALTIES, and COLLISIONS reported to the Board of Trade as having occurred to Sea-going Vessels in Rivers and Harbours of the United Kingdom during the year 1875–6, distinguishing between Total Losses and Serious and Minor Casualties.**

NOTE.—River casualties, when no limits are mentioned, include all casualties that happened above the mouths of the rivers.

| Name of River or Harbour. | No. of Wrecks, &c. | | | | Nature of Casualty. | | | | No. of Vessels lost or damaged. | | | | No. of Lives lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | British Vessels. | | Foreign Vessels. | | |
| | Total Losses. | Serious Casualties. | Minor Casualties. | Total. | Founderings. | Strandings. | Collisions. | Other Causes. | Sailing Vessels. | Steam Vessels. | Sailing Vessels. | Steam Vessels. | |
| Aberdeen | — | 3 | 7 | 10 | — | 4 | 5 | 1 | 12 | 2 | 1 | — | — |
| Aberthaw | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Ardrossan | — | — | 2 | 2 | — | — | 1 | 1 | 3 | — | — | — | — |
| Arklow | — | 1 | — | 1 | — | 1 | — | — | 1 | — | — | — | — |
| Avon River | 1 | 7 | 14 | 22 | — | 4 | 17 | 1 | 17 | 16 | 6 | 1 | — |
| Ayr | — | — | 1 | 1 | — | — | 1 | — | — | 2 | — | — | — |
| Ballyness (Donegal) | — | — | 1 | 1 | — | — | 1 | — | 1 | 1 | — | — | — |
| Banff | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Bann River | — | 1 | — | 1 | — | 1 | — | — | — | 1 | — | — | — |
| Belfast | 1 | 2 | 8 | 11 | — | 2 | 6 | 3 | 9 | 8 | 1 | — | — |
| Blackwater River | — | 1 | — | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Bladenoch River | — | — | 2 | 2 | — | 1 | — | 1 | 1 | — | 1 | — | — |
| Bude | — | — | 3 | 3 | — | 2 | 1 | — | 4 | — | — | — | — |
| Burry River | — | — | 1 | 1 | — | — | 1 | — | 1 | — | 1 | — | — |
| Campbeltown | — | — | 3 | 3 | — | 1 | 2 | — | 4 | 1 | — | — | — |
| Cardiff | 2 | 11 | 15 | 28 | 1 | 8 | 14 | 5 | 15 | 19 | 7 | 1 | 3 |
| Cardigan | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Carnarvon | — | 1 | 6 | 7 | — | 4 | 1 | 2 | 7 | 1 | — | — | — |
| Carron River | — | 2 | 3 | 5 | — | 2 | 3 | — | 1 | 3 | 5 | — | — |
| Clyde River | 1 | 11 | 21 | 33 | 2 | 2 | 24 | 5 | 9 | 47 | 1 | — | 1 |
| Colne River | — | 1 | — | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Cork | — | 1 | 4 | 5 | — | 2 | 2 | 1 | 4 | 2 | 1 | — | — |
| Cowes | — | — | 3 | 3 | — | — | 3 | — | 5 | 1 | — | — | — |
| Dartmouth | — | 1 | — | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Dee River (Cheshire) | — | 1 | — | 1 | — | 1 | — | — | 1 | — | — | — | — |
| Dee River (Kincardine) | — | 1 | — | 1 | — | 1 | — | — | 1 | — | — | — | — |
| Dover | — | 1 | 4 | 5 | — | 2 | 2 | 1 | 2 | 3 | — | 2 | 1 |
| Dovey River (Montgry.) | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Dundalk | — | — | 1 | 1 | — | — | 1 | — | 1 | — | 1 | — | — |
| Dundee | — | 1 | 3 | 4 | — | 1 | 1 | 2 | 1 | 4 | — | — | — |
| Falmouth | — | 2 | 6 | 8 | — | 1 | 4 | 3 | 9 | 3 | 1 | — | — |
| Fleetwood | — | — | 1 | 1 | — | 1 | — | — | 1 | — | — | — | — |
| Fowey | — | 2 | 1 | 3 | — | 1 | 1 | 1 | 4 | — | — | — | — |
| Fraserburgh | — | 2 | — | 2 | — | 1 | — | 1 | 1 | — | 1 | — | — |
| Galway | — | — | 2 | 2 | — | 1 | 1 | — | 2 | — | 1 | — | — |
| Granton | — | 2 | 2 | 4 | — | — | 4 | — | 1 | 3 | 2 | 2 | — |
| Grimsby | — | 4 | 17 | 21 | — | 6 | 9 | 6 | 18 | 8 | 5 | 1 | — |
| Hartlepool | — | 6 | 9 | 15 | — | 5 | 4 | 6 | 11 | 1 | 7 | — | — |
| Harwich | — | — | 3 | 3 | — | — | 3 | — | 3 | 1 | 2 | — | — |
| Hayle | — | — | 2 | 2 | — | 1 | — | 1 | 1 | 1 | — | — | — |
| Holyhead | — | 2 | 11 | 13 | — | 4 | 6 | 3 | 16 | 3 | — | — | 1 |
| Humber River (*Above Hull.*) | 6 | 3 | 13 | 22 | 1 | 4 | 12 | 5 | 14 | 16 | 4 | — | 4 |

APPENDIX A.—*continued.*

| Name of River or Harbour. | No. of Wrecks, &c. | | | | Nature of Casualty. | | | | No. of Vessels lost or damaged. | | | | No. of Lives lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | British Vessels. | | Foreign Vessels. | | |
| | Total Losses. | Serious Casualties. | Minor Casualties. | Total. | Foundrings. | Strandings. | Collisions. | Other Causes. | Sailing Vessels. | Steam Vessels. | Sailing Vessels. | Steam Vessels. | |
| Kilrush | — | — | 1 | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Kingstown | 1 | 1 | 1 | 3 | — | — | 2 | 1 | 5 | — | — | — | — |
| Leith | — | 1 | 1 | 2 | — | 1 | 1 | — | — | 3 | — | — | — |
| Liffey River | 1 | 1 | 15 | 17 | — | 2 | 15 | — | 24 | 10 | — | — | — |
| Lowestoft | — | 1 | 2 | 3 | — | 1 | 2 | — | 4 | 1 | — | — | — |
| Lyme | — | — | 3 | 3 | — | 1 | — | 2 | 3 | — | — | — | — |
| Macduff | — | 1 | 1 | 2 | — | 1 | — | 1 | 1 | — | 1 | — | — |
| Maryport | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Medway River | 2 | 2 | 1 | 5 | 1 | — | 1 | 3 | 3 | 3 | — | — | 3 |
| Mersey River (*Above New Brighton.*) | 7 | 42 | 129 | 178 | 8 | 38 | 115 | 17 | 175 | 98 | 24 | 6 | 2 |
| Milford Haven | — | 1 | 3 | 4 | — | 1 | 3 | — | 6 | — | 1 | — | — |
| Nen River | 2 | — | — | 2 | — | 2 | — | — | 2 | — | — | — | — |
| Newhaven | — | 2 | 1 | 3 | — | — | 1 | 2 | 1 | 1 | 2 | — | — |
| Newport (Fife) | — | — | 1 | 1 | — | — | 1 | — | 1 | 1 | — | — | — |
| New Quay (Cardigan) | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| New Ross (Barrow River.) | — | — | 4 | 4 | — | 1 | 2 | 1 | 6 | 1 | — | — | — |
| Newry | 1 | 1 | 3 | 5 | — | 2 | 1 | 2 | 3 | 3 | — | — | — |
| Nith River | — | — | 1 | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Oban | — | — | 1 | 1 | — | — | 1 | — | 1 | 1 | — | — | — |
| Orwell River | — | — | 2 | 2 | — | — | 2 | — | 3 | 1 | — | — | — |
| Ouse River | — | 5 | 8 | 13 | — | 6 | 5 | 2 | 5 | 11 | 1 | 1 | — |
| Padstow | — | 1 | — | 1 | — | 1 | — | — | — | 1 | — | — | — |
| Par | — | — | 1 | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Parret River | — | 2 | 5 | 7 | — | 1 | 5 | 1 | 17 | 2 | — | — | — |
| Peterhead | 1 | 2 | 1 | 4 | — | 1 | — | 3 | 1 | 2 | 1 | — | — |
| Plymouth | — | 2 | 8 | 10 | — | 2 | 4 | 4 | 10 | 4 | — | — | — |
| Port Dinorwic | — | 1 | — | 1 | — | — | 1 | — | 9 | — | — | — | — |
| Porthclaish | 1 | — | — | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Portmadoc | — | 1 | 4 | 5 | — | 1 | 3 | 1 | 8 | — | — | — | — |
| Portreath | — | — | 1 | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Portrush | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Portsmouth | — | 2 | 3 | 5 | — | 1 | 2 | 2 | 4 | 3 | — | — | — |
| Port St. Mary | 1 | — | — | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Ramsgate | — | 1 | 7 | 8 | — | — | 7 | 1 | 9 | 3 | 3 | — | — |
| Ryde | — | — | 2 | 2 | — | — | 2 | — | 3 | 1 | — | — | — |
| Rye | — | — | 2 | 2 | — | — | 2 | — | 4 | — | — | — | — |
| St. Mary's (Scilly) | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Scarboro' | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Seaham | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Shoreham | — | 2 | 1 | 3 | — | — | 1 | 2 | 4 | — | — | — | — |
| Skerries | — | 1 | 2 | 3 | — | 3 | — | — | 3 | — | — | — | — |
| Sligo | — | — | 1 | 1 | — | 1 | — | — | — | 1 | — | — | — |
| Southampton | — | 1 | — | 1 | — | 1 | — | — | — | 1 | — | — | — |
| Southwold | — | 1 | — | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Stonehaven | — | 1 | — | 1 | — | 1 | — | — | — | — | 1 | — | — |
| Suir River | 1 | — | 4 | 5 | — | 3 | 1 | 1 | 3 | 2 | 1 | — | — |
| Sunderland | 1 | 10 | 20 | 31 | — | 6 | 18 | 7 | 28 | 18 | 2 | 1 | 3 |
| Swansea | 1 | 3 | 4 | 8 | — | 2 | 5 | 1 | 7 | 3 | 2 | 1 | — |
| Tees River | — | 3 | 7 | 10 | — | 4 | 4 | 2 | 4 | 6 | 2 | 2 | — |
| Thames River (*Above Gravesend.*) | 5 | 91 | 169 | 265 | 3 | 26 | 187 | 49 | 300 | 159 | 13 | 13 | 6 |
| Torridge River | — | — | 1 | 1 | — | — | 1 | — | 1 | — | 1 | — | — |
| Towy River | — | — | 1 | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Troon | — | — | 2 | 2 | — | — | 2 | — | 4 | — | — | — | — |
| Tyne River | 1 | 27 | 42 | 70 | — | 9 | 47 | 14 | 54 | 54 | 20 | 4 | 4 |

APPENDIX A.—*continued.*

| Name of River or Harbour. | No. of Wrecks, &c. | | | | Nature of Casualty. | | | | No. of Vessels lost or damaged. | | | | No. of Lives lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | British Vessels. | | Foreign Vessels. | | |
| | Total Losses. | Serious Casualties. | Minor Casualties. | Total. | Founderings. | Strandings. | Collisions. | Other Causes. | Sailing Vessels. | Steam Vessels. | Sailing Vessels. | Steam Vessels. | |
| Usk River - - | — | 2 | 24 | 26 | — | 2 | 19 | 5 | 33 | 8 | 4 | — | — |
| Wexford - - | — | 1 | 5 | 6 | 1 | 1 | 3 | 1 | 8 | 3 | — | — | — |
| Weymouth - - | — | — | 2 | 2 | — | — | 1 | 1 | 2 | — | 1 | — | — |
| Whitby - - | — | 1 | 1 | 2 | — | 2 | — | — | 1 | 1 | — | — | — |
| Whitehaven - - | — | 1 | — | 1 | — | — | — | 1 | 1 | — | — | — | — |
| Whitstable - - | — | — | 1 | 1 | — | — | 1 | — | 2 | — | — | — | — |
| Witham River - - | 1 | — | — | 1 | — | 1 | — | — | — | — | 1 | — | — |
| Workington - - | — | 1 | 3 | 4 | — | — | — | 4 | 4 | — | — | — | — |
| Yarmouth (Gt.) - | — | — | 2 | 2 | — | — | 2 | — | 4 | — | — | — | — |
| Yarmouth (Isle of Wight.) | 1 | — | 1 | 2 | 1 | — | — | 1 | 2 | — | — | — | — |
| Youghal - - | — | — | 2 | 2 | — | — | — | 2 | 2 | — | — | — | — |
| Total - | 39 | 286 | 686 | 1,011 | 18 | 189 | 610 | 194 | 987 | 553 | 129 | 35 | 28 |

## APPENDIX B. TO PART I.

Appendix B. Wrecks and Collisions on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL without Loss of Life, from the 1st day of July 1875 to the 30th day of June 1876, inclusive; in four divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, and (4) Casualties from other Causes; showing in each case, when known, the Description of the Vessel, and her Cargo, the Age of the Vessel, the Names of Master and Owner, the Date and Place of the Disaster, the Direction and Force of the Wind at the time of the Disaster, and whether in any case an Official Inquiry was instituted, with the result.

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **(1.)—FOUNDERINGS.** | | | | | | | |
| 1875. | | | | | | | | | | | | | | |
| 3 July - | "Elizabeth and Mary," 52 years. | Yarmouth - | - - - | Barge, W. | 59 | 2 | J. Donkin - | T. Robinson, Newcastle-on-Tyne. | Middlesborough. | Newcastle - | Pig iron - | N.E. 6 | 6 miles S.E. of Seaham. | |
| 3 July - | "Lady Louisa Kerr," 30 years. | Belfast - | - - - | Schooner, W. | 40 | 5 | J. Craig - | D. Taggart, Carrickfergus. | Carrickfergus. | Fisherrow - | Rock salt, 2 passengers. | N. 6 | Near Donaghadee. | |
| 10 July - | "Linnet" - - 30 years. | Yarmouth - | - - - | Dandy, W. | 17 | 4 | W. Symblett, Great Yarmouth. | | Blakeney, for fishing | | Ballast - - | S.W. 5 | 2 miles off Salthouse Beach, Norfolk. | |
| 14 July - | "Robert" - 26 years. | Cowes - | - - - | Ketch, W. | 15 | 2 | W. Harley | T. Wheeler, Cowes. | Langston - | Cowes - | Sand - - | Calm | Cowes Roads. | |
| 11 Aug. - | "Jane Innes" - 30 years. | Scarborough | - - - | Brigantine, W. | 137 | 5 | T. Avery - | S. Smith, Scarborough. | Newcastle - | Boulogne - | Coal - - | S.W. by W. 3 | 2 miles E.N.E. of Southwold. | See page 195. |
| 28 Aug. - | "Olive Branch" - 19 years. | Scarborough | Ll. A, Red, 3 yrs., 1872, 2.74. | Barque, W. | 319 | 10 | F. Williams | J. Riseborough, Sunderland. | Liverpool - | Cronstadt - | Salt - - | W.S.W. 5 | Off the Butt of Lewis. | See page 204. |
| 31 Aug. - | "Onward" - 15 years. | Not registered | - - - | Lugger, W. | 10 | 5 | J. Baxter - | W. Hogg, Aberdeen. | Aberdeen, for fishing | | Ballast - - | N. 9 | 20 miles E. by S. of Girdleness, Kincardine. | |
| 3 Sept. - | "Louth" - - 43 years. | Boston - | - - - | Ketch, W. | 56 | 3 | R. White - | T. Smith, Louth. | Barton-on-Humber. | London - | Tiles, 2 passengers. | S.W. 7 | Off Skitter Haven, River Humber. | See page 199. |
| 4 Sept. - | "Joseph and Ann," 45 years. | Berwick - | - - - | Sloop, W. | 34 | 1 | - - - | Wright & Saunders, Blyth. | Berwick - | Blyth - | Ballast - | W. 3 | 1 mile N.E. of Craster, Northumberland. | |
| 6 Sept. - | "Unity" - - 40 years. | Cork - - | - - - | Brigantine, W. | 127 | 6 | J. Foley - | D. Whelan, Cork. | Porthcawl - | Cork - | Coal - - | E.S.E. 2 | 9 miles S.S.W. of St. Ann's Light. | See page 219. |
| 18 Sept. - | "Arthur" - 20 years. | Belgium - | - - - | Brigantine, W. | 170 | 6 | T. Robertson. | B. Davies, Blyth. | Blyth - | Wisby - | Coal - | E. 2 | 10 miles E. of Newbiggen Point, Northumberland. | |
| 26 Sept. - | "Gazelle" - 20 years. | Not registered | - - - | Mud barge, W. | 4 | 1 | P. Owens - | M. Smyth, Skerries. | Skerries - | - - - | Ballast - - | N.W. 9 | Skerries Roads, co. Dublin. | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10 years. | | | W. | | | Skerries. | | | | | | | |
| 26 Sept. - | "Try" - - 20 years. | Not registered | - - - | Cutter, W. | 13 | 4 | E. Carey, Pill, Somerset | Cardiff, for cruising | | Ballast - - | S.S.W. 5 | ½ mile N.W. of the Breaksea Lightship, Bristol Channel. | |
| 27 Sept. - | "Wilhelm" - 27 years. | Germany - | Ver. 5/6, C. 1. 1., 5 years, 9.72, 9.72. | Schooner, W. | 162 | 6 | H. Beggerow | W. Huckbarth, Colberg. | Ghent - | Sunderland | Ballast - | S.W. by S. 6 | 12 miles off Flamborough Head. | |
| 28 Sept. - | "William Fraser" 32 years. | Ipswich - | Ll. Æ 1, 11.74 | Brigantine, W. | 139 | 5 | A. Nock - | W. Cuckow, Ipswich. | Harwich - | Newcastle - | Burnt ore - | W.N.W. 10 | 4 miles E.N.E. of Scarborough. | |
| 5 Oct. - | "Exchange" - 24 years. | Aberdeen - | - - - | Brig, W. | 239 | 7 | W. Mortimer | D. F. Mc Laren, Aberdeen. | Aberdeen - | Amsterdam | Stone - | N.E. 9 | 35 miles E. of Flamborough Head. | |
| 10 Oct. - | "Notre Dame" - Unknown. | Gt. Yarmouth | - - - | Smack, W. | 30 | 6 | R. Albrow - | J. Knight, Great Yarmouth. | Gt. Yarmouth, for fishing | | Ballast - | S.W. 6 | Near the Buoy of Smith's Knowle, Norfolk. | See page 204. |
| 11 Oct. - | "Laurel" - 13 years. | Gt. Yarmouth | - - - | Schooner, W. | 91 | 5 | H. Johnson | J. A. Johnson, Great Yarmouth. | Shields - | Caen - | Coal - - | S.W. 5 | Near the Outer Dowsing Light. | |
| 14 Oct. - | "Catherine and Hannah," 48 years. | South Shields | - - - | Brig, W. | 237 | 9 | R. Laing - | J. B. Walker, South Shields. | South Shields | Stadt (River Elbe). | Coal - - | E. 9 | 30 miles E. by S. of Flamborough Head. | See page 174. |
| 16 Oct. - | "Robert Ovens" 7 years. | Leith - - | - - - | Lugger, W. | 15 | 7 | A. Mills - | C. T. Day, Lowestoft. | Lowestoft, for fishing | | Ballast - | N. 4 | 15 miles off Lowestoft. | |
| 21 Oct. - | "Brothers" - 2 years. | Mevagissey - | - - - | Dandy, W. | 16 | 2 | W. H. Rolling, Mevagissey | | Mevagissey, for fishing | | Ballast - | S.S.W. 9 | Mevagissey Bay, Cornwall. | |
| 24 Oct. - | "Anna Luetziea" 38 years. | Holland - | - - - | Galliot, W. | 150 | 5 | J. N. Jager, Pekela | | Emden - | Frederickstadt. | Ballast - | S.E. 11 | 12 miles S.S.E. of Fair Isle, Shetland. | |
| 27 Oct. - | "Excel" - - 17 years. | Milford - | - - - | Schooner, W. | 114 | 5 | L. Jones - | J. Davis, Swansea. | Limerick - | Mumbles (for orders). | Oats - - | N.E. 4 | About 15 miles S.W. of Dursey Island. | |
| 30 Oct. - | "Ann" - - 27 years. | Carnarvon - | - - - | Schooner, W. | 73 | 4 | P. Jones - | T. Jones, Penrhyndendraeth, Merioneth. | Portmadoc | Cardiff - | Slates - - | S.E. 8 | 23 miles N.E. of the Bishop's Light. | See page 166. |
| 6 Nov. - | "Willing Trader" 68 years. | Maldon - | - - - | Barge, W. | 33 | 2 | G. Hance - | G. Cardwell, Mayland, Essex. | London - | Colchester - | Barley and oil-cake. | W. 9 | 1½ miles W. of the Swin Middle Light. | |
| 7 Nov. - | "May Flower" - 35 years. | London - | - - - | Schooner, W. | 50 | 3 | H. Walker | A. Garrick, Knottingley. | Teignmouth | Leeds - | Pipeclay, 4 passengers (Master's wife and children). | W. 8 | 6 miles off Orfordness. | |
| 8 Nov. - | "Meteor" - - 12 years. | London - | - - - | Ketch, W. | 99 | 4 | J. Mackrill | W. Groom, Harwich. | Topsham - | London - | Sulphur ore - | S.W. 6 | Off the Isle of Wight - | See page 201. |
| 10 Nov. - | "Gannet" - 50 years. | Bridgwater - | - - - | Ketch, W. | 46 | 3 | T. Hole, Watchet | | Newport - | Watchet - | Coal, &c. - | N.E. 8 | 2½ miles N.W. of Watchet, Somerset. | |
| 14 Nov. - | "Anna" - - 25 years. | France - | - - - | Schooner, W. | 117 | 6 | C. Piron - | M. Piron, Kerner-en-Argon, France. | Swansea - | La Rochelle | Coal - - | N.N.W. 10 | 3 miles N. of Lundy Island. | |

App. B. to Part I. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FOUNDERINGS—*continued.*** | | | | | | | | | | | | | | |
| 1875. | | | | | | | | | | | | | | |
| 15 Nov. - | "Catherine and Eliza," 9 years. | Carnarvon - | - - - | Schooner, W. | 76 | 4 | E. Owen, Carnarvon | | Carnarvon - | Firth of Forth. | Slate - - | N.W. 2 | 5 miles E. of Aldborough, Yorks. | |
| 19 Nov. - | "Beautiful Star" - 7 years. | Not registered | - - - | Lugger, W. | 3 | 4 | J. Buglass, Berwick | | Berwick, for fishing | | Ballast - | N.E. 7 | 8 miles E. of Berwick. | |
| 19 Nov. - | "Edward" - - 41 years. | Wexford - | - - - | Schooner, W. | 50 | 4 | F. Lambert | P. Doyle, Wexford. | Wexford - | Glasgow - | Beans and barley. | W. by S. 9 | 10 miles S.E. of Carlingford Bay. | |
| 19 Nov. - | "Mary Garland" - 21 years. | Guernsey - | - - - | Brig, W. | 227 | 9 | E. Mundly | W. Welford, Newcastle. | Newcastle - | Poole - | Coal - - | N.N.E. 9 | About 4 miles N. of Cromer. | |
| 19 Nov. - | "Tullochgorum" - 1 year. | Not registered | - - - | Lugger, W. | 3 | 4 | J. Phillips, Old Castle, Aberdeen. | | Old Castle, for fishing | | Ballast - | N.W. 2 | 20 miles S.E. of the Girdleness Light. | |
| 25 Nov. - | "Antelope" - 38 years. | Milford - | - - - | Cutter, W. | 22 | 2 | J. Mills - | F. Jones, Milford Haven. | Milford - | Little Haven | Ballast - | E.N.E. 4 | St. Bride's Bay. | |
| 25 Nov. - | "Breeze" - 17 years. | Chepstow - | - - - | Schooner, W. | 73 | 3 | W. Rowland | W. Jones, Amlwch. | Llanelly - | Dublin - | Coal - | E.N.E. 6 | 3 miles off the entrance to Milford Haven. | |
| 9 Dec. - | "Temple" - 30 years. | London - | - - - | Barge, W. | 57 | 2 | A. Adams - | H. Porcas, London. | Barton - | London - | Tiles - - | W.N.W. 4 | Near the Inner Dowsing Lightship. | |
| 10 Dec. - | "Sea Way" - 4 years. | Not registered | - - - | Cutter, W. | 10 | 3 | E. Carlon - | W. Kennedy, Belfast. | Belfast - | Westport, co. Sligo. | Ballast - - | N.N.E. 8 | Off Whitehead, co. Antrim. | |
| 1876. | | | | | | | | | | | | | | |
| 6 Jan. - | "Speedwell" - 68 years. | Carnarvon - | - - - | Smack, W. | 25 | 2 | R. Williams, Porthgolmon, Carnarvonshire. | | Portinllaen | Liverpool - | Stone - - | W. 4 | About 2 miles N.W. of Great Ormes Head. | |
| 16 Jan. - | "Susan" 26 years. | Tralee - | - - - | Smack, W. | 34 | 3 | P. Ashe - | G. Collier, Dingle. | Dingle - | Kenmare - | Ballast - - | S.W. 3 | About 2 miles E. of Sneem, Kenmare Bay. | |
| 5 Feb. - | "Highland Chief" 36 years. | Workington - | - - - | Brig, W. | 142 | 5 | M. Patten, junr. | M. Patten, senr., Workington. | Troon - | Dublin - | Coal - - | N. 3 | 10 miles S. of Carlingford Light. | |
| 5 March | "Sarah Jane" - 19 years. | Faversham - | - - - | Brigantine, W. | 165 | 6 | T. Camburn | G. Harris, Whitstable. | S. Shields - | Folkestone - | Coal - - | W. 9 | 3 miles N.E. by N. of the Dudgeon Lightship. | |
| 12 March | "Alacer" - - | Rochester - | - - - | Spritsail, | 42 | 2 | J. Humm - | H. Juniper, | Peggleshem | Woolwich - | Bricks - | S.E. 8 | Blacktail Swatch, River | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 March | "Paragon" - 29 years. | Whitby - | - - - | Brigantine, W. | 144 | 5 | P. Stamp, Whitby | | Newcastle - | Trouville - | Coal - - | S.E. 5 | Near the Newarp Light. | | |
| 18 March | "Star of Brunswick," 33 years. | Barnstaple - | - - - | Schooner, W. | 58 | 3 | J. Hussell, Ilfracombe | | Cardiff - | Ilfracombe | Coal - - | N. 7. | 7 miles W. by N. of the Foreland, Bristol Channel. | | |
| 19 March | "Mary Ann" - 24 years. | St. Ives - | - - - | Brigantine, W. | 90 | 5 | W. Richards | J. Richards, St. Ives. | Neath - | Portreath - | Coal - - | N.N.W. 3 | 10 miles off Trevose Head, Cornwall. | | |
| 31 March | "King Crispin" - 19 years. | Plymouth - | - - - | Cutter, W. | 36 | 4 | W. Prowse, Plymouth | | Plymouth, for fishing | | Ballast - | N.W. 4 | Whitsand Bay, Cornwall. | | |
| 9 April - | "Jens Jorgensen" 37 years. | Denmark - | Ver. 5/6, G. 3 yrs., 10.74. | Schooner, W. | 91 | Unkn. Say 5 | P. L. Möller | J. Jorgensen, Aarhus. | Fraserburgh | Charlestown, Fifeshire. | Ballast - | W. 3 | About 33 miles E. by S. of May Island, Firth of Forth. | | |
| 14 April - | "Louisa" - 8 years. | Peel - - | - - - | Lugger, W. | About 15 | 2 | W. McColl, Glasgow | | Ayr - | Ballantrae (Ayrshire). | Coal - - | N.N.E. 6 | Ballantrae Bay, Ayrshire. | | |
| 14 April - | "Tweed" - - 29 years. | Scarborough - | - - - | Schooner, W. | 130 | 5 | J. Bruce - | G. Wray, Scarboro'. | Sunderland | London - | Patent fuel - | N.N.E. 9 | About 4 miles from the Dudgeon Lightship. | | See page 218. |
| 1 May - | "First Borwin III." Unknown. | Leith - | - - - | Schooner, W. | 82 | 4 | T. James, Newport, Monmouthshire. | | Swansea - | Cork - | Culm - | N.N.W. 5 | 8 miles S. of Skomar Island, Pembroke. | | |
| 31 May - | "Prince of Wales" 34 years. | Carnarvon - | Ll. Æ 1, 11.74 | Schooner, W. | 95 | 3 | J. Williams | W. Williams, Portmadoc. | Borrowstoness. | Lerwick - | Coal, &c. - | N.W. 2 | 7 miles S.E. of Lerwick, Shetland. | | |
| 3 June - | "Petrel" - - 21 years. | Belfast - | - - - | Smack, W. | 18 | 2 | J. Brown - | J. Neil, Bangor, co. Down. | Whitehead | Bangor, co. Down. | Limestone - | S.S.W. 5 | 3 miles S.E. of Whitehead, co. Antrim. | | |
| 13 June - | "Stamford" - 65 years. | Bridgwater - | - - - | Smack, W. | 52 | 3 | C. Wheatstone. | J. Nurse, Epney, Gloucester. | Cardiff - | Bridgwater | Coal, 2 passengers. | N.W 5 | ½ mile S.W. of Brean Down, Bristol Channel, co. Somerset. | | |

| | Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 55 | 5 | — | 4,355 | 236 | 10 | 246 | 37 | 18 | — | 9 |

## (2.)—STRANDINGS.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 9 July - | "Cheshire Witch" 38 years. | Belfast - | - - - | Schooner, W. | 85 | 4 | H. Moore - | J. Still, Belfast. | Maryport - | Belfast - | Coal - - | Calm | S. end of Large Copeland Island, co. Down. | |
| 10 July - | "Flying Fish" - 34 years. | Gloucester - | Ll. Æ 1, 3.71 | Schooner, W. | 75 | 5 | W. Sursen - | J. D. Peare, Waterford. | Liverpool - | Waterford - | Coal - - | N.W. 5 | Between Arklow Lightship and Blackwater Lightship. | |
| 15 July - | "Julia" - - 55 years. | Skibbereen - | - - - | Cutter, W. | 26 | 4 | M. J. Murphy, Bantry | | Castletown Berehaven. | Bantry - | Ballast - | N.E. 6 | Whiddy Island, Bantry Bay. | |
| 15 July - | "Theodore" - 33 years. | Germany - | - - - | Brig, W. | 208 | 10 | F. Harder - | R. V. Beselin, Rostock. | Memel - | Wexford - | Timber - | E.N.E. 10 | Haysland, South Bay, near Wexford. | |

App. B. to Part I. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS—*continued.*** | | | | | | | |
| 1875. 17 July - | "Red Rover" - 40 years. | Rochester - | - - - | Spritsail, W. | 24 | 2 | T. Wilson - | R. Pain, Sandwich. | Ramsgate - | Dover - | Sand, 2 passengers. | N.E. 5 | St. Margaret's Bay, near Deal. | |
| 17 July - | "Sarah Ann" - 8 years. | Aberystwith - | Ll. cont. 2.75, 5 A 1, 5.75. | Schooner, W. | 55 | 3 | R. Roberts | W. Jones, Aberystwith. | Newport - | Waterford - | Coal - - | N.N.W. 1 | Wolves Rock, near Cardiff. | |
| 19 July - | "Ariel" - - 20 years. | Pittenweem - | - - - | Lugger, W. | 67 | 5 | R. Lindsay, Pittenweem | | Montrose, for fishing | | Ballast - | N.N.W. 3 | At the entrance to Montrose Harbour. | |
| 21 July - | "Abbotsford" - 2 years. | Liverpool - | Liv. 20 years, Red, 4.73. | S. S., I. - | 1,679 | 80 | R. W. Sargent. | International Navigation Co., Liverpool. | Philadelphia | Liverpool - | General, 125 passengers. | N.W. 4 | Wylfa Head, 4 miles W. of Cemaes, Anglesea. | See page 164. |
| 30 July - | "Highland Maid" 11 years. | Banff - - | - | Smack, W. | 14 | 5 | J. Gatt, Banff | | Rosehearty, for fishing | | Ballast - | N.N.W. 8 | Entrance to the channel at Rosehearty, co. Aberdeen. | |
| 30 July - | "Maria" - - 17 years. | Germany - | - - - | Galliot, W. | 80 | 5 | C. Tiemann, Blankenese | | St. Petersburg. | Macduff - | Bones - - | N.W. 7 | Near the entrance to Macduff Harbour, Banff. | |
| 31 July - | "Concordia" - 34 years. | Denmark - | - - - | Schooner, W. | 124 | 6 | R. H. Werling. | D. C. Jansen, Dragoer. | Bjorneborg | Middlesborough. | Deals and battens. | W.N.W. 6 | W. side of the Tees Breakwater. | |
| 1 Aug. - | "Dispatch" - 35 years. | Dartmouth - | - - - | Schooner, W. | 95 | 5 | T. R. Matthews, Torquay | | Charleston, Fife. | Port-en-Bessin. | Coal - - | N. by W. 5 | Middle Cross Sand, Norfolk. | |
| 2 Aug. - | "Milford Packet" 45 years. | Milford - | - - - | Smack, W. | 44 | 4 | J. Evans - | A. Thomas, Aberporth. | Port Dinorwic. | Silloth - | Slates - - | Calm | Britannia Rock, Menai Straits. | |
| 7 Aug. - | "Globe" - - 37 years. | Whitby - | - - - | Brig, W. | 200 | 7 | J. Shaw - | W. Falkingbridge, Whitby. | Blyth - | Sheerness - | Coal - - | Calm | Abreast of Whitby High Lights. | See page 187. |
| 8 Aug. - | "Lady Gray" - 21 years. | Aberdeen - | - - - | Brig, W. | 116 | 6 | G. Berry - | A. Sherer, Aberdeen. | Aberdeen - | Sunderland | Ballast - | E. 4 | 100 yards E. of Souter Point Lighthouse, Durham. | See page 197. |
| 9 Aug. - | "Duthies" - 13 years. | Aberdeen - | - - - | Lugger, W. | 12 | 6 | C. Mavor, Aberdeen | | Aberdeen, for fishing | | Ballast - | E. 4 | Entrance to Aberdeen Harbour. | |
| 10 Aug. - | "Cairngorm" - 28 years. | Sunderland - | - - - | Schooner, W. | 95 | 4 | S. Woodford | L. Woodford, Sunderland. | Sunderland | Invergordon | Coal - - | Calm | Whitburn Rocks, near Sunderland. | |
| 25 Aug. - | "Evelyn" - Unknown. | Bridgwater - | - - - | Cutter, W. | 13 | 3 | A. Hunt - | C. Dyer and J. King, Burnham. | Cardiff - | Burnham - | Ballast - | S. 1 | 500 yards S. of Brean Down Battery, Bristol Channel. | |
| 25 Aug. - | "Nancy" - - 125 years. | Glasgow - | - - - | Smack, W. | 29 | 2 | D. Sinclair, Ardrossan | | Irvine - | Campbeltown. | Bricks and tiles | S.S.E. 8 | Saddell, Argyleshire. | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 Aug. | "Freedom" 7 years. | Banff | | Smack, W. | 21 | 2 | G. Murray | J. Smith, Buchie. | Buchie | Burghead | Ballast | N.N.W. 8 | W. of Cullen Harbour, Banffshire. | |
| 1 Sept. | "Viken" 20 years. | Norway | | Brig, W. | 154 | 7 | L. Larsen | A. Arvesen, Arendal. | Whitehaven | Arendal | Ballast | Calm | W. side of Mull of Galloway. | |
| 11 Sept. | "Annie" 9 years. | Yarmouth | | Yawl, W. | 35 | 5 | Lieut. G. Temple, R.N. | A. Litoun, London. | Christiansand | London | Ballast | N. 5 | Salthouse Beach, Norfolk. | |
| 12 Sept. | "Cleopatra" 23 years. | Sweden | Ver. 5/6, A. 2. 1. for 3 years, 3.73. | Brig, W. | 288 | 10 | M. Osterberg, Mollösund | | Skuttshär | Bordeaux | Timber | N.E. 6 | Kentish Knock. | |
| 14 Sept. | "Sovereign" 20 years. | Brixham | | Sloop, W. | 26 | None on board. | T. Bray | J. P. Putt, Brixham. | Anchored near Brixham | | Ballast | N.E. 7 | ½ mile N.W. of Brixham Pier. | |
| 16 Sept. | "Sarah Richardson," 36 years. | Sunderland | Ll. Æ 1, 8.75 | Brig, W. | 247 | 8 | G. Wate, Sunderland | | Sunderland | Genoa | Coal | E. 5 | Hammond's Knowle, 20 miles E. by N. of Yarmouth. | See page 211. |
| 24 Sept. | "Ceres" 63 years. | Whitehaven | | Brig, W. | 123 | 5 | J. Mayes | J. Bragg, Whitehaven. | Dublin | Whitehaven | Ballast | S. 9 | Luce Bay, Wigtown. | |
| 26 Sept. | "Elizabeth" 36 years. | Whitehaven | | Schooner, W. | 70 | 4 | P. Kavanagh, Bray, co. Wicklow. | | Howth | Whitehaven | Ballast | N.W. 9 | MacCormack Point, near Groomsport, co. Down. | |
| 26 Sept. | *"Ellen Southard," 13 years. | U.S.A. | | Ship, W. | 828 | 16 | H. Woodworth. | T. J. Southard & Son, Richmond, Virginia. | St. John, N.B. | Liverpool | Deals, 1 passenger. | W.S.W. 10 | Jordan Flats, River Mersey. | See page 182. |
| 26 Sept. | "Immacolata" 25 years. | Italy | | Brigantine, W. | 176 | 8 | L. Marcella | L. Marcella and others, Barletta. | Corfu | Falmouth (for orders). | Bones | N.W. 8 | Padstow Bay. | |
| 26 Sept. | "Leitrim" 28 years. | Dublin | | Schooner, W. | 73 | 4 | P. Doolittle | J. Nolan, Wicklow. | Waterford | Liverpool | Pitwood | N.W. 9 | Holyhead Bay. | |
| 26 Sept. | "Paquete de Terranova," 9 years. | Spain | | Brigantine, W. | 160 | 10 | N. Nagerolos | J. Nagueroles, Alicant. | Havannah | Greenock | Sugar | S.W. 10 | 4 miles W. of Carnsore Point, co. Wexford. | |
| 27 Sept. | "Dispatch" 41 years. | Chester | | Schooner, W. | 60 | 3 | —Kenchington. | J. Peers, Connah's Quay. | Newry | Runcorn | Granite, 2 passengers. | S.W. 11 | Port Logan, Wigtownshire. | |
| 27 Sept. | "Martha" 27 years. | Carnarvon | | Schooner, W. | 49 | 2 | D. Jones | J. Jones, Portinllaen. | Anchored at Portinllaen | | Ballast | W.N.W. 12 | Portinllaen, Carnarvon. | |
| 28 Sept. | "Greyhound" 15 years. | Swansea | | Cutter, W. | 7 | 3 | D. Thomas | Unknown, Swansea. | Port Eynon, for fishing | | Ballast | W. 5 | Port Eynon Bay, Glamorgan. | |
| 28 Sept. | "Hope" 35 years. | Scarborough | | Dandy, W. | 25 | 2 | W. East | T. Trattles, Staithes. | Hartlepool | Whitby | Coal | S.W. 5 | Port Mulgrave, Yorks. | |
| 29 Sept. | "Champion" 6 years. | Grimsby | | Dandy, W. | 44 | 5 | H. Maunder | J. Wenney, Grimsby. | Grimsby, for fishing | | Ballast | W.N.W. 5 | 2 miles N. by W. of Donna Nook Beacon, Lincolnshire. | |
| 1 Oct. | "Betsy C. Milne" 10 years. | Dundee | Ll. cont. 9.72, 5 A 1, 3.73. | Schooner, W. | 99 | 5 | K. McKenzie, Kishorn, Ross. | | Newcastle | Dublin | Coal | Calm | Cantic Head, Orkney Islands. | |
| 1 Oct. | "Normandie" 20 years. | France | | Barque, W. | 700 | 16 | E. Exmeline | Batalha and Lelièvre, Havre. | Goole | Grimsby | Ballast | S.W. 4 | The Hebbles, River Humber. | |

* Eight of this vessel's crew and the passenger were subsequently lost by the capsizing of the Liverpool Lifebo at. See page 64.

## STRANDINGS—*continued.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | | | | | | | | |
| 3 Oct. | "Louisa" 12 years. | Barrow | Ll. cont. 1.72. 6 A, 2.72. | Schooner, W. | 130 | 5 | L. Wigley | J. Fisher, Barrow. | Middlesborough. | Newport | Pig iron | W.S.W. 8 | St. Margaret's Bay, Kent | See page 199. |
| 7 Oct. | "Courier" 25 years. | Aberdeen | - - - | S. S., I. | 228 | 12 | A. Greig | T. Adam, Aberdeen. | Seaham | Aberdeen | Coal | W. 5 | Holy Island, Northumberland. | See page 178. |
| 14 Oct. | "Ann Wylie" 16 years. | Montrose | - - - | Lugger, W. | 6 | 4 | R. Gowans, Gourdon | | Gourdon, for fishing | | Ballast | S.E. 8 | Entrance to Gourdon Harbour, Kincardineshire. | |
| 14 Oct. | "Holden" 9 years. | Norway | - - - | Brig, W. | 190 | 7 | J. Bjorgussen. | J. Hansen, Brevig. | Brevig | Middlesborough. | Timber | E. 9 | North Pier, W. Hartlepool. | |
| 14 Oct. | "Meta" 1 year. | Truro | Ll. 8 A 1, 12.73. | Schooner, W. | 79 | 5 | E. Trebilcock. | T. Coad, Truro. | Runcorn | Great Yarmouth. | Salt | E.N.E. 6 | North Sand, Yarmouth Roads. | See page 201. |
| 16 Oct. | "Hawk" 45 years. | Carnarvon | - - - | Smack, W. | 32 | 3 | H. Mountjoy. | Mrs. Hines, Bude. | Port Gavern | Penzance | Slates | S.S.W. 3 | Tintagel, Cornwall. | |
| 17 Oct. | "Isabellas" 21 years. | Sunderland | - - - | Brig, W. | 198 | 8 | J. Harrison, Robin Hood's Bay, Yorks. | | Gefle | Yarmouth | Deals and iron | S.E. by E. 2 | Theddlethorpe Sands, Norfolk. | See page 193. |
| 18 Oct. | "Jeune Ludovic" 31 years. | France | - - - | Brig, W. | 147 | 7 | F. Pellen | L. Hovius, St. Malo. | Sundswall | Auray | Deals, &c. | E.S.E. 7 | Long Sand, Essex. | |
| 19 Oct. | "Britannia" 9 years. | Leith | - - - | S. S., I. | 265 | 19 | G. Figgins | D. Currie, Liverpool. | Leith | Newcastle | General, 78 passengers. | S.E. 9 | Holy Island | See page 172. |
| 19 Oct. | "Hulda" 3 years. | Norway | - - - | Barque, W. | 394 | 11 | C. Gundersen. | B. Steen, Laurvig. | New York | Dundalk | Indian corn | E.S.E. 7 | Near the entrance to the River Nanny, co. Meath. | |
| 19 Oct. | "Mystery" 16 years. | Portsmouth | Ll. A 1, 5 years. | Schooner, W. | 92 | 5 | E. Savage | Douglas & Brown, London. | Portsmouth | Seaham | Ballast | S.E. 8 | Tyne Bar. | |
| 20 Oct. | "Fantee" 28 years. | Germany | - - - | Barque, W. | 264 | 9 | R. Baysen | G. A. Jencquel, Hamburgh. | Hamburgh | United Kingdom. | Ballast | S.E. 9 | St. Andrew's Bay, Fife. | |
| 20 Oct. | "Franziscus" Unknown. | Germany | - - - | Galliot, W. | 87 | 4 | P. Lucas | F. Meyer, Papenburg. | Brevig | Papenburg | Pit props | S.S.E. 8 | 1 mile S. of Aldborough, Yorks. | |
| 20 Oct. | "Parthan" 10 years. | Russia | - - - | Schooner, W. | 230 | 9 | E. Jansson | J. O. Nyshan, Aland. | Ornskjoldsvik. | Antwerp | Deals, &c. | S.E. 12 | Seaton Carew, Durham. | |
| 21 Oct. | "Auld Reekie" 14 years. | Middlesborough | Ll. cont. 6.72. 7 A 1, 10.75. | Brigantine, W. | 179 | 6 | W. Prince | S. A. Sadler, Middlesborough. | Middlesborough. | Barcelona | Tar and pitch | S.E. 6 | Mouth of the River Tees. | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 Oct. | "Lizzie" 18 years. | Douglas | Liv. 15 yrs., Black, 4.75. | S. S., I. | 264 | 12 | J. Chevalier | The Laxey Steamship Co., Douglas. | Swansea | Belfast | Coal | S.W. 9 | Dundrum Bay, co. Down | See page 198. |
| 21 Oct. | "Mercur" 38 years. | Sweden | - - - | Schooner, W. | 136 | 6 | C. Granlund | V. T. Fromeen, Calmar. | Oscarshamn | Hartlepool | Pit props | S.E. 8 | ½ mile W. of Gourdon, Kincardineshire. | |
| 21 Oct. | "Ulrich Von Hutten," 18 years. | Germany | - - - | Brig, W. | 222 | 9 | J. Kräft | E. Beug, Barth. | Tonning | Leith | Ballast | S.E. by E. 5 | Newton Sea Houses, Northumberland. | |
| 22 Oct. | "Baumeister Kraeft," 16 years. | Germany | - - - | Schooner, W. | 115 | 6 | J. Wilken | J. C. Kraeft, Barth. | Memel | Shields | Battens | S.E. 10 | Entrance to Peterhead South Harbour. | |
| 22 Oct. | "Hyack" 21 years. | Norway | - - - | Barque, W. | 324 | 10 | S. Lassen, Langesund | | Sunderland | Christiania | Coal | S.E. 10 | Scotstown Head, Aberdeenshire. | |
| 22 Oct. | "Marie" 15 years. | Germany | - - - | Brigantine, W. | 129 | 6 | Unknown | J. Beikmann, Papenburg. | Dordrecht | Riga | Pipeclay | S.E. 9 | Cuppaster Yell, Shetland. | |
| 22 Oct. | "Olga" 10 years. | Russia | - - - | Schooner, W. | 208 | 9 | G. Jansen | J. Malen, Nystadt. | Hull | Copenhagen | Coal | S.E. 8 | Near the mouth of the River Ythan, Aberdeen. | |
| 22 Oct. | "Vidar" 24 years. | Norway | - - - | Brig, W. | 231 | 8 | A. Sörensen, Drammen | | Drammen | Tayport | Deals, &c. | S.E. 7 | Abertay Sands, River Tay. | |
| 23 Oct. | "Altona" 1 year. | Germany | - - - | S. S., I. | 492 | 14 | H. Stock | J. H. Lorentzen, Hamburgh. | Hamburgh | Sunderland | Ballast | S.E. 6 | 1 mile N. of Sunderland Harbour. | |
| 23 Oct. | "Regina" 30 years. | Grimsby | - - - | Brig, W. | 185 | 7 | T. Young | R. McSheen, Grimsby. | Boulogne | Hull | Ballast | E. 8 | Kessingland Beach, Suffolk | See page 208. |
| 23 Oct. | "Saucy Jack" 34 years. | Gt. Yarmouth | - - - | Schooner, W. | 124 | 5 | C. Trett | G. Blake, Gt. Yarmouth. | Great Yarmouth. | Sunderland | Ballast | E.N.E. 6 | Beach, Great Yarmouth | See page 212. |
| 25 Oct. | "Auguste" 33 years. | Germany | - - - | Brig, W. | 191 | 8 | J. Waack | E. Burchard, Rostock. | W. Hartlepool. | Wismar | Coal, &c. | S.E. 1 | Near St. John's Point, Pentland Firth. | |
| 26 Oct. | "Isabella" 50 years. | Carlisle | - - - | Schooner, W. | 53 | 3 | W. Roberts | J. Irving, Carlisle. | Bangor | Maryport | Slates | S.S.E. 6 | Barnscar Rocks, Cumberland. | See page 192. |
| 26 Oct. | "Thessalia" 21 years. | Whitby | - - - | Brig, W. | 271 | 9 | J. Vickers | T. Marwood and Co. Whitby. | Cronstadt | W. Hartlepool. | Timber, &c. | S.S.W. 5 | Craster Carr, Northumberland. | See page 217. |
| 27 Oct. | "Sparkling Sea" 7 years. | Ramsgate | - - - | Smack, W. | 30 | 4 | — Pilcher | W. Newman, London. | Ramsgate, for fishing | | Ballast | S.E. 6 | Kentish Knock. | |
| 28 Oct. | "Spectre" 1 year. | Prince Edward Island. | Ll. 7, A 1, 9.74. | Brigantine, W. | 148 | 6 | J. Thomas | A. Lord, Charlottetown, P. E. I. | Constradt | Southampton | Wheat | E. 6 | Gunfleet Sand, Essex | See page 214. |
| 30 Oct. | "Mino" 17 years. | Liverpool | - - - | Schooner, W. | 88 | 4 | E. Kavanagh | T. White, Waterford. | Newport | Waterford | Coal | S.S.E. 9 | Ballyhealy, co. Wexford. | |
| 1 Nov. | "Luigia and Rosa" 12 years. | Italy | - - - | Brig, W. | 502 | 13 | D. Chiappe | Bollo & Chiappe, Genoa. | Bremen | Cardiff | Ballast | S.E. 1 | Mainporth Rock, near the Lizard. | |

App. B. to Part I. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **STRANDINGS—*continued.*** | | | | | | | | | | | | | | |
| 1875. 2 Nov. | "Aksai" 5 years. | Russia | Ll. A B 1, 10.75. | S. S., I. | 1,146 | 39 | A. Boltine | Russian Stm. Navigation and Odessa Railway Co. | Cardiff | Odessa | Coal | S.W. 5 | White Island, Scilly. | |
| 2 Nov. | "Derwent Water" 12 years. | Hull | - - - | Ketch, W. | 52 | 6 | T. Shewler | S. Fern, Hull | Hull, for fishing | | Ballast | S.S.E. 8 | Near Ulrome, Yorks. | |
| 2 Nov. | "Queen" Unknown. | Colchester | - - - | Smack, W. | 12 | 3 | S. Gentry | J. Tracey, Colchester. | West Mersea, for fishing | | Ballast | S.E. 4 | Maplin Sands. | |
| 2 Nov. | "Vitesse" 16 years. | Belgium | Ver. 5/6. A. 1. 1., for 4 yrs., 10.73. | Brig, W. | 269 | 8 | C. Vandesteene. | A. Schulz, Antwerp. | Troon | Trinidad | Coal | S.S.E. 9 | Near Donaghadee, co. Down. | |
| 3 Nov. | "Harmston" 12 years. | Newcastle | Ll. *A A 1, 12.74. Liv. 20 yrs., Red, but lapsed for want of survey, 1.64. | Brigantine, I. | 208 | 7 | C. King | H. Scholefield, Newcastle. | Newcastle | Tarragona | Coal | S. 6 | Middle Cross Sand, Norfolk | See page 190. |
| 3 Nov. | "Star" 5 years. | Grimsby | - - - | Dandy, W. | 59 | 5 | H. Watson | J. Gidley, Grimsby. | Grimsby, for fishing | | Ballast | S.E. 4 | Kilnsea Beacon, Yorks. | |
| 5 Nov. | "Maria" 11 years. | Germany | - - - | Galliot, W. | 73 | 4 | H. Albers | Cassens & Sons, Grossefin. | Oldersun | Firth of Forth. | Ballast | W. 6 | 7 miles W. of May Island, Firth of Forth. | |
| 6 Nov. | "Waterloo" 59 years. | Cork | - - - | Brigantine, W. | 101 | 6 | R. Jeffords, Cork | | Cork | Bristol | Barley, &c., 1 passenger. | W.N.W. 8 | Northam Sands, Devon | See page 221. |
| 8 Nov. | "Möve" 11 years. | Germany | Ver. 3/3, G. 1. 1., for 3 years, from 12.73, 8.74. | Schooner, W. | 76 | 4 | J. Müggenborg, Emden | | Tromsu | Vlaardingen | Fish and oil | N.E. 8 | Westray, Orkney Islands. | |
| 10 Nov. | "Charles Hanbury" 39 years. | Bristol | - - - | Sloop, W. | 51 | 3 | W. Butler | F. Poole, Bristol. | Newport | Bristol | Coal | S.S.E. 6 | Spit Sands, Bristol Channel. | |
| 10 Nov. | "Royal Oak" 11 years. | Dublin | - - - | Smack, W. | 12 | 6 | M. Weadock | G. Hall, Arklow. | Arklow, for fishing | | Ballast | N.E. 5 | Entrance to Arklow Harbour. | |
| 13 Nov. | "Brilliant" 30 years. | Preston | - - - | Schooner, W. | 40 | 3 | D. Edwards | J. Jackson, Preston. | Silloth | Ramsey (I. of Man). | Coal | E. 5 | Outside Ramsey Harbour, Isle of Man. | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Susan," 35 years. | | | W. | | | | Yarmouth. | | | | | | |
| 14 Nov. - | "Alberta" - - 14 years. | Cardigan - | - - - | Schooner, W. | 90 | 4 | W. Finch - | J. Walker, Glasgow. | Glasgow - | Cardiff - | Gas coal - | W.N.W. 10 | Outside Cardigan Bar. | |
| 14 Nov. - | "Caroline Beeson" 13 years. | London - | Ll. cont., 6.75. 4 A 1. | Schooner, W. | 160 | 8 | J. Hodge - | G. Beeson, London. | Swansea - | Barcelona - | Coal - - | N.W. 11 | Portreath Beach, Cornwall. | |
| 14 Nov. - | "Gondola" - - 18 years. | Cape Town - | - - - | Ship, W. | 407 | 16 | W. Barron | Anderson & Murison, Cape Town. | Leith - | London - | Coal - - | E.N.E. 7 | Holy Island Harbour, Northumberland. | See page 188. |
| 14 Nov. - | "Independence" - 41 years. | Carnarvon - | - - - | Schooner, W. | 57 | 4 | O. Roberts | W. Lloyd, Portmadoc. | Portmadoc | Poole - | Slates - | N. 10 | Goodwick Sands, Cardigan. | |
| 14 Nov. - | "Jane" - - 14 years. | Sunderland - | Ll. —, 8.71 | Brig, W. | 166 | 6 | J. Lonsdale | R. Lonsdale, Seaham. | Cowes - | Seaham - | Ballast - | E.N.E. 7 | ¾ of a mile S. of Craster, Northumberland. | |
| 14 Nov. - | "Kathrine" - 4 years. | Denmark - | Ver. 3/3, G. 1. 1., for 12 years, from 4.72, 4.75. | Schooner, W. | 96 | 5 | H. Hansen | P. Goldmann, Aeröeskjöbing. | Granton - | Wemyss - | Ballast - | S.E. 9 | West Wemyss, Fife. | |
| 14 Nov. - | "Marten" - - 61 years. | Rye - - | - - - | Brigantine, W. | 107 | 5 | J. Crowhurst | Hoad, Bros., Rye. | Seaham - | Southampton | Coal - - | N. 9 | Trinity Sand, River Humber. | |
| 14 Nov. - | "Mary Ann Bond" 19 years. | Lancaster - | - - - | Schooner, W. | 115 | 6 | L. Thomas | W. Chamley, Ulverston. | Workington | Llanelly - | Pig iron - | N.W. 10 | Near Dinas Head, Pembroke. | |
| 14 Nov. - | "Monte Carmelo" 36 years. | Malta - | - - - | Barque, W. | 340 | 12 | — Cascar - | N. Aguis, Malta. | Leith - | Trieste - | Coal, 1 passenger. | S.W. 9 | ½ mile N.W. of South Brake Buoy, off Ramsgate. | |
| 14 Nov. - | "Princess Royal" 26 years. | Cardigan - | Ll. A 1, 9.75 | Schooner, W. | 90 | 5 | T. James, Cardigan | | Glasgow - | Caen - | Coal - - | N. 10 | Goodwick Sands, Cardigan. | |
| 14 Nov. - | "Sisters" - 28 years. | Aberystwith - | Ll. cont., 1.71, 5 A 1. | Schooner, W. | 98 | 5 | D. Jones - | J. Phillips, New Quay. | Swansea - | Honfleur - | Coal - - | N.W. 10 | Clovelly, Devon. | |
| 14 Nov. - | "Sylph" - 16 years. | Milford - | Ll. cont., 69, 7 A 1, 1.75. | Brigantine, W. | 122 | 5 | E. Horris - | J. & W. Francis, Pill. | Ayr - | Cork - | Coal - - | N.W. 10 | St. Bride's Bay. | |
| 14 Nov. - | "Yole" - 16 years. | Italy - | - - - | Barque, W. | 575 | 15 | G. Bando - | — Augier, Genoa. | Antwerp - | N. Shields - | Ballast - | N.E. by N. 10 | S. of Sunderland Docks. | |
| 19 Nov. - | "Agatha" - 27 years. | Lerwick - | - - - | Schooner, W. | 81 | 5 | W. Goudie | J. Bannatyne, Lerwick. | Lerwick - | London - | Salt fish - | N.E. 7 | Corton Beach, Suffolk. | |
| 19 Nov. - | "Alert" - - 62 years. | Ipswich - | Ll. Æ 1, 8.75 | Schooner, W. | 124 | 5 | J. Parker - | W. Bayley, Ipswich. | Ipswich - | Seaham - | Ballast - | N.E. 7 | Corton Beach, Suffolk. | |
| 19 Nov. - | "Barba Zuane" - 18 years. | Austria - | - - - | Barque, W. | 373 | 13 | C. Steinfl - | C. Mahovich, Fiume. | Montrose - | The Tyne - | Ballast - | N.N.E. 9 | Herd Sand, River Tyne. | |
| 19 Nov. - | "Cosmopolite" - 22 years. | Dover - - | - - - | Schooner, W. | 119 | 6 | A. Minter - | W. Hammond, Dover. | Dover - | Sunderland | Scrap iron - | N.W. by N. 8 | Kessingland Beach, Suffolk. | |
| 19 Nov. - | "Johanna Antoinette," 19 years. | Holland - | - - - | Schooner, W. | 101 | 5 | L. De Koe - | Van der Hilst, and Sons, La Haye. | Rotterdam - | Lisbon - | General - | N.W. 9 | Cardigan Bay. | |

Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS—*continued.*** | | | | | | | |
| 1875. 19 Nov. | "Peggy McLaren" 36 years. | Berwick | | Sloop, W. | 17 | 5 | J. Richardson. | B. Sinclair, Berwick. | Engaged in salvage services at Holy Island. | | Ballast | N. 7 | Ross Sands, near Holy Island, Northumberland. | |
| 19 Nov. | "Perseverance" 20 years. | Shields | | Sloop, W. | 13 | 8 | J. Richardson. | W. Eskdale, N. Shields. | Engaged in salvage services at Holy Island. | | Ballast | N. 7 | Ross Sands, near Holy Island. | |
| 19 Nov. | "Tamerlane" 58 years. | Wells | | Brig, W. | 150 | 6 | C. Dixson | C. Painter, Blakeney. | Seaham | Sheerness | Coal | N.N.E. 7 | Lowestoft Beach. | |
| 19 Nov. | "Town of Liverpool," 40 years. | Banff | | Smack, W. | 36 | 3 | K. Gordon, Macduff | | Middlesboro' | Macduff | Coal | N.E. 11 | 2½ miles E. of Buckie, Banffshire. | |
| 20 Nov. | "Eliza" 49 years. | Norway | | Brig, W. | 152 | 7 | A. Larsen | G. Thrane, Laurvig. | Sunderland | Christiania | Coal | N.N.E. 10 | 5 miles N.E. of Saltfleet, Lincolnshire. | |
| 20 Nov. | "Mona" 19 years. | Beaumaris | | Schooner, W. | 73 | 4 | D. Rowland | J. Robert, Anglesea. | Newcastle | Poole | Coal | N. 10 | Long Sand, Essex. | |
| 21 Nov. | "James and Elizabeth," 37 years. | N. Shields | | Brig, W. | 210 | 7 | G. Kell | G. Hindmarch, Blyth. | W. Hartlepool. | London | Coal | W.N.W. 9 | Burrows Sands, Essex. | |
| 23 Nov. | "Norma" 20 years. | Norway | | Barque, W. | 415 | 12 | N. Thorjussen. | C. Boe, Arendal. | Ornskoldvig | Algiers | Deals | N.E. 9 | Burnham Flats, Somersetshire. | |
| 24 Nov. | "Myrtle" 27 years. | London | | Schooner, W. | 89 | 5 | R. Parker, W. Hartlepool | | Harlingen | London | Potatoes | E. by N. 8 | Gunfleet Sand, Essex. | |
| 26 Nov. | "Dolphin" 48 years. | Workington | | Brigantine, W. | 68 | 3 | J. Rodham | F. Rodham, Workington. | Workington | Drogheda | Coal | E.N.E. 5 | Entrance to the River Boyne. | |
| 27 Nov. | "Ed." 14 years. | Colchester | | Smack, W. | 7 | 3 | C. Martin, Brightlingsea | | Ramsgate | Dover | Ballast | E.S.E. 6 | Dover Bay. | |
| 27 Nov. | "Emmy" 37 years. | Denmark | | Barque, W. | 388 | 9 | J. Erikson | P. Brown, junr., Copenhagen. | Lulea | Lisbon | Timber | E. 7 | No. 1 Battery, Dungeness. | |
| 28 Nov. | "Six Brothers" 53 years. | Faversham | | Barge, W. | 53 | 3 | T. Ward | W. Allam, Shadwell. | Exmouth | Axmouth | Bricks | E. 4 | Seaton Beach, Devon. | |
| 29 Nov. | "Aina" 10 years. | Russia | | Brigantine, W. | 272 | 8 | K. Holmberg | — Lindras, Abo. | Frederikshaven. | Dover | Deals | E.N.E. 6 | Dover Bay. | |
| 29 Nov. | "Livingstone" 22 years. | Norway | | Brig, W. | 152 | 8 | T. Salem | H. Lasjiuis, Christian- | Christiansund | Malaga | Deals | E.N.E. 9 | Near No. 2 Battery, Dungeness. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 Dec. | "Tantivy" 38 years. | Yarmouth | - - - | Schooner, W. | 181 | 7 | H. Parry | W. Bowen, Llanelly. | Dordt | Middlesborough. | Ballast | E. by N. 6 | Kessingland Beach, Suffolk. | |
| 4 Dec. | "Ant" 47 years. | Barrow-in-Furness. | - - - | Schooner, W. | 29 | 2 | M. Kinsella, Barrow | | Barrow | Ditton Brook | Iron ore | N. 6 | Burbo Bank, River Mersey. | See page 167. |
| 4 Dec. | "Echo" 25 years. | Norway | - - - | Brig, W. | 306 | 10 | C. Davidsen | E. Björnness, Tonsberg. | The Tyne | Christiania | General, 1 passenger. | E. 6 | 11 miles N. by E. of Whitby. | |
| 4 Dec. | "Reliance" 6 years. | Yarmouth | - - - | S. S., W. | 113 | 7 | G. Kemp | Star Steam Tug Co., Yarmouth. | Shields | Yarmouth | Ballast | S.S.W. 5 | Hasborough Beach, Norfolk. | |
| 5 Dec. | "Celerity" 41 years. | London | Ll. Æ 1, 1.75 | Schooner, W. | 81 | 4 | W. Brown, Knottingley | | Goole | Cowes | Coal | E.N.E. 6 | Orford, Suffolk | See page 174. |
| 6 Dec. | "Estafette" 9 years. | Germany | Ver. 3/3, L. 1.1., 6 years, 7.72, 11.75. | Barque, W. | 345 | 11 | H. Lanckenau. | Balleer and Marting, Bremen. | Shields | Rio Janeiro | Coal | N.E. 9 | Near No. 2 Battery, Dungeness. | |
| 6 Dec. | "Mary Jane" 25 years. | Exeter | - - - | Brigantine, W. | 123 | 7 | J. Hearn | J. Parkhouse, Exeter. | S. Shields | Woolwich | Coal | N.E. 5 | Barrow Sand, Essex | See page 200. |
| 6 Dec. | "Queen of Sheba" Unknown. | Deal | - - - | Lugger, W. | 7 | 6 | W. Nicholass | C. Pearson, Walmer. | Deal | To a vessel in the Downs. | Ballast, 1 passenger. | E. by N. 6 | Deal Beach. | |
| 6 Dec. | "Three Anns" 26 years. | Goole | - - - | Sloop, W. | 45 | 3 | — Lee | W. Cawthorn, London. | Goole | Mistley | Coal | N.E. 8 | 1 mile S. of Yarmouth Harbour. | |
| 7 Dec. | "Otto" 62 years. | Sweden | - - - | Barque, W. | 444 | 13 | D. Hinter | A. Spaak, Gothenburg. | Onega | London | Deals | N.N.E. 10 | Leman Bank, North Sea. | |
| 11 Dec. | "Zephyr" 9 years. | France | - - - | Lugger, W. | 69 | 5 | J. Deschamps | A. Deschamps, Fécamp. | Newcastle | Fécamp | Coal | N.W. 4 | Long Sand, Essex. | |
| 14 Dec. | "Alliance" 61 years. | Beaumaris | - - - | Schooner, W. | 54 | 4 | H. Hughes, Bangor | | Bangor | Workington | Slates | S. 4 | Sellafield, Cumberland. | |
| 17 Dec. | "Effort" 13 years. | North Shields | - - - | S. S., W. | 14 | 3 | J. Drummond, S. Shields | | Hartlepool | South Shields | Ballast | W. 1 | Whitburn Sands, near Sunderland. | |
| 18 Dec. | "Aphrodite" 25 years. | Newcastle | - - - | Brig, W. | 288 | 8 | R. Clarke | M. Thompson, Troon. | Granton | London | Coal | S. 4 | Shipwash Sand, Suffolk | See page 167. |
| 18 Dec. | "Mount Royal" 19 years. | Liverpool | - - - | Ship, W. | 1,228 | 26 | J. A. Scobie | Craig & Steel, Glasgow. | Greenock | Sandy Hook | Coal | S.W. 6 | Vatersay Bay, Western Hebrides. | See page 203. |
| 19 Dec. | "Sussex" 44 years. | Shoreham | - - - | Brig, W. | 188 | 7 | J. Bellinghurst. | W. May, Shoreham. | Newhaven | Granton | Ballast | S. 5 | ½ mile S. of Flamborough Head Lighthouse. | |
| 20 Dec. | "Invicta" 18 years. | Montrose | - - - | Cutter, I. | 28 | 2 | J. Moir, Gourdan | | Wemyss | Aberlady | Coal | N.N.W. 6 | Near the entrance to Aberlady Harbour, co. Haddington. | |
| 20 Dec. | "Reaper" 1 year. | St. John, N.B. | - - - | Brigantine W. | 349 | 9 | J. de Long | F. Tufts, St. John, N.B. | St. John, N.B. | Galway | Deals, &c. | S. by W. 6 | St. Michael's Rocks, Galway Bay. | See page 208. |
| 21 Dec. | "Island Belle" 6 years. | Guernsey | Ll. 9 years, A 1, 1.74. | Brig, W. | 195 | 6 | J. Briard | W. Bird, Guernsey. | Wilmington | Bristol | Rosin | Calm | Bude Breakwater, Cornwall | See page 193. |

## Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS.—*continued.*** | | | | | | | |
| 1875. | | | | | | | | | | | | | | |
| 21 Dec. | "Syne Jacobs" 12 years. | Holland | Ll. restd. 1875, 4 yrs., A 1, 3.73. Ver. 3/3, A. 1. 1., 3 yrs., 3.75, 3.75. | Schooner, W. | 137 | 6 | K. Bloupot | De Boer & Van der Goot, Hoogezand. | Lagos | Flensburg | Palm nuts, 2 passengers. | S.S.W. 9 | 2 miles W. of Dungeness Light. | |
| 22 Dec. | "Hawk" 13 years. | Berwick | - - - | Smack, W. | 45 | 3 | J. Maltman, | Eyemouth | Amble | Eyemouth | Coal - - | S.S.W. 6 | Plough Seat, E. of Holy Island. | |
| 22 Dec. | "Jenny" 16 years. | Russia | Ver. 5/6, C. 1. 1., 2 years, 9.74, 9.74. | Barque, W. | 466 | 13 | A. Kastetin | J. Lang, Brahestad. | Pensacola | Bristol | Timber - | S.W. 8 | Near Port Eynon, Glamorgan. | |
| 22 Dec. | "Mystery" 21 years. | Dartmouth | Ll. rest. 1868, 7 years, A 1, 7.73. | Schooner, W. | 57 | 4 | J. Tucker | E. Peters, Brixham. | Gijon | London | Nuts - - | S.W. 9 | Brighton Beach. | |
| 24 Dec. | "Mary Jane" 17 years. | Irvine | - - - | Brig, W. | 125 | 6 | A. Hobart | J. Young, Irvine. | Dublin | Irvine | Ballast - | W. 8 | Irvine Bar, co. Ayr. | |
| 27 Dec. | "Sarah Anne" 17 years. | Carnarvon | - - - | Schooner, W. | 97 | 5 | T. Owens | J. Roberts, Carnarvon. | PortDinorwic | Macduff | Slates - | S.S.W. 2 | Misbister Goe, S. Walls, Pentland Firth. | |
| 27 Dec. | "Swift" 25 years. | Bideford | - - - | Smack, W. | 39 | 3 | B. Jewell | F. Lee, Bideford. | Newport | Bideford | Coal - - | S. by W. 1 | Near Bideford. | |
| 29 Dec. | "Modeste and Marianne," 28 years. | France | Ver. 5/6, C. 1. 1., 2 years, 8.75, 8.75. | Schooner, W. | 79 | 5 | A. Maquin, | Granville | Newport | Bordeaux | Coal - - | S.W. 3 | Wolves Rocks, Bristol Channel. | |
| 1876. | | | | | | | | | | | | | | |
| 1 Jan. | "Sophia" 44 years. | Aberdeen | - - - - | Brigantine W. | 89 | 4 | A. Hartman | A. Tough, Aberdeen. | Newcastle | Berwick | Coal - - | W. by N. 5 | North Sunderland Point. | |
| 5 Jan. | "Bertha" 19 years. | Germany | Ver. 5/6, G. 1. 1., 5 years, 9.75. | Barque, W. | 500 | 13 | C. Griese | F. Eikert, Stralsund. | Danzic | Newport, (Mon.) | Timber - | S.S.E. 5 | Ower Sand, North Sea. | |
| 5 Jan. | "Gustaf" 6 years. | Sweden | Ll. 90 A 1 | S. S., I. | 347 | 14 | A. O. Anderson. | Gothenburg and Newcastle S.S. Co. | Gothenburg | Newcastle | General, 4 passengers. | W.S.W. 4 | 1 mile N. of Cresswell, Northumberland. | |
| 6 Jan. | "Fowler" 39 years. | Whitby | - - - | Schooner, W. | 130 | 3 | W. McLean | J. Lennard, W. Hartlepool. | Sandsend Beach. | Hartlepool | Ballast - | E.S.E. 6 | Sandsend Beach, near Whitby. | |
| 7 Jan. | "Doctor Falk" 37 years. | Germany | Ver. 5/6, A 4, for 1 year, 9.75. | Barque, W. | 751 | 17 | A. Haupt | H. Wessels, Bremen. | New York | Bremen | Petroleum and staves. | S.W. 5 | 3 miles E of Brighton. | |
| 7 Jan. | "Hunter" 7 years. | Norway | - - - | Barque, W. | 260 | 9 | C. B. Nielson. | A. C. Nielson, Kra- | Christiania | Rochester | Wood - | E.N.E. 9 | Shipwash Sand, Suffolk. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 Jan. | "Saphir" 12 years. | Norway | - | Schooner, W. | 134 | 6 | A. E. Lie | J. N. Johndal, Stavanger. | Amsterdam | Eyemouth | Bones | E. 6 | Entrance to Eyemouth Harbour, co. Berwick. | |
| 8 Jan. | "Eclipse" 5 years. | Dartmouth | - | Dandy, W. | 68 | 5 | W. Hames | R. Loram, Hull. | Hull, for fishing | | Ballast | S.S.E. 1 | Middle Stone Bank, entrance to the River Humber. | |
| 9 Jan. | "Gratitude" 24 years. | North Shields | Ll. Æ 1, 9.74. | Brig, W. | 288 | 8 | G. Cram | W. Johnson, N. Shields. | Copenhagen | The Tyne | Ballast | N.N.W. 2 | About 6 miles S. of Seaham. | See page 189. |
| 11 Jan. | "Liver" 19 years. | Liverpool | - | Flat, W. | 40 | 2 | W. Price | T. Ledsham, Flint. | Birkenhead | Flint | Sulphur ore | N.N.E. 6 | Helbre Swash, River Dee, Cheshire. | |
| 13 Jan. | "Friends" 58 years. | Portsmouth | - | Schooner, W. | 93 | 5 | D. Baker | R. Bunday, Portsmouth. | South Shields | Ventnor | Coal | E. 6 | Point Bawdsey, Suffolk. | |
| 13 Jan. | "Union" 112 years. | Rochester | - | Spiritsail barge, W. | 40 | 2 | J. Baker | W. H. Bensted, Maidstone. | Rochester | Walton-on-the-Naze. | Ballast | E.N.E. 7 | Walton - on - the - Naze, Essex. | |
| 13 Jan. | "Vesper" 10 years. | Hartlepool | Ll. *A B 1, 2.74. | S. S., I. | 380 | 16 | J. Tolsen | B. R. Huntley, Hartlepool. | Glasgow | Dunkirk | Coal | N. by W. 6 | 5 miles N.W. by N. of the Kish Bank Light-vessel, Irish Sea. | See page 219. |
| 18 Jan. | "John Bull" 12 years. | St. John's, Newfld. | - | Schooner, W. | 136 | 6 | A. Campbell, Glasgow | | Dublin | Goole | Salt cake | N.N.W. 11 | Switha Island, Orkney. | |
| 18 Jan. | "Tweed" 11 years. | South Shields | Ll. continued A 1, for 7 yrs., 4.74. | Barque, W. | 337 | 10 | T. Dunn | R. Bell, Blyth. | Alexandria | Silloth | Grain | S.W. 4 | Silloth Bank, Cumberland. | |
| 19 Jan. | "Mignonette" 10 years. | London | Ll. A 1, 14 yrs., 1.75. | Barque, W. | 283 | 14 | L. Abrams | Scrutton, Sons, & Co., London. | New Amsterdam. | London | Rum, sugar, &c. | S.W. 5 | Crab Rocks, near Brook, Isle of Wight. | See page 202. |
| 23 Jan. | "Ilala" 1 year. | Dundee | - | S. S., I. | 72 | 7 | A. Peterson | W. B. Thompson, Dundee. | Gainsborough | Newcastle | Ballast | S.W. 11 | Swadman Reef, off the Coast of Northumberland. | |
| 23 Jan. | "Neda" 19 years. | Newcastle | Ll. cont. 1869, 8 yrs., A 1. | Barque, W. | 374 | 11 | J. Clarke | M. Thompson, Newcastle. | Dublin | Newcastle | Ballast | S. by W. 10 | Eilean-na-Tighe, one of the Shiant Isles, Hebrides. | See page 203. |
| 23 Jan. | "New Alice" 27 years. | Whitehaven | - | Smack, W. | 27 | 4 | J. Callanan | J. McGee, Whitehaven. | Whitehaven, for fishing | | Ballast | W.S.W. 9 | St. Bees, Cumberland. | |
| 25 Jan. | "Marie" 20 years. | France | Ver. 5/6, G. 3 yrs., 12.73. | Brig, W. | 191 | 8 | J. Antin | — Guillaume, Vannes. | L'Orient | Cardiff | Pit wood | S.W. 4 | East Mud, Penarth. | |
| 25 Jan. | "Ranger" 16 years. | Newcastle | - | S. S., I. | 22 | 3 | W. Gilpatrick. | T. Abbot, Gateshead-on-Tyne. | Dundee | Leith | Timber | S.W. 4 | Ox Rock, 1 mile N. of Elie Harbour, Fifeshire. | |
| 29 Jan. | "Rover's Bride" 28 years. | Stornoway | - | Schooner, W. | 53 | 4 | J. MacDonald, Stornoway | | Ballachulish | Lochinvar | Slates | S.S.W. 5 | Ornsay Isle, Hebrides. | |
| 30 Jan. | "Hibernia" 10 years. | Dundee | Liv. A B 1, 3.72. | S. S., I. | 512 | 27 | J. Findlay | The Dundee, Perth, & London Shipping Co., Dundee. | London | Dundee | General, 14 passengers. | S. 6 | Near the Inner Fern Island Light. | See page 191. |
| 30 Jan. | "Sultana" 17 years. | Brigus, Newfoundland. | - | Brig, W. | 104 | 6 | J. Burgess | J. Chapman, Liverpool. | London | Wexford | Superphosphate. | S. 6 | Coverack, Cornwall | See page 215. |
| 1 Feb. | "Ant" 50 years. | Milford | - | Sloop, W. | 20 | 2 | W. Jenkins, St. Ishmael's, Pembroke. | | Milford | Sandy Haven | Ballast | Variable 8 | Sandy Haven, Pembrokeshire. | |

## Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving LOSS OF VESSEL, &c.—*cont.*

### STRANDINGS.—*continued.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. | | | | | | | | | | | | | | |
| 3 Feb. | "Daniel Morris" 17 years. | Carnarvon | - - - | Schooner, W. | 98 | 5 | — Evans | E. Roberts, Portmadoc. | Wisbeach | Sligo | Flour | N.W. 9 | 4 miles N.W of Malin, co. Donegal. | |
| 3 Feb. | "Florence" 47 years. | Swansea | - - - | Schooner, W. | 93 | 5 | J. Kenspear | W. Hoskins, Swansea. | Swansea | Skibbereen | Coal | W. 5 | Ballydonegan Bay, co. Cork. | |
| 4 Feb. | "Undaunted" 12 years. | Grimsby | - - - | Dandy, W. | 48 | 5 | H. South | W. Guzzwell, Grimsby. | Grimsby, for fishing | | Ballast | N.N.W. 5 | Inner Binks, River Humber. | |
| 5 Feb. | "Emily" 26 years. | S. Shields | - - - | Barque, W. | 978 | 17 | J. Riddle | R. Stokes, Liverpool. | S. Shields | Carthagena | Coal | N.E. 9 | Tod Point, River Tees | See page 183. |
| 13 Feb. | "Aspendus" 35 years. | Falmouth | - - - | Brigantine, W. | 98 | 5 | — Kelynack | W. Johns, Falmouth. | W. Hartlepool. | Portland | Coal | S.E. 5 | Kentish Knock. | |
| 15 Feb. | "Aurélie" 17 years. | France | - - - | Lugger, W. | 62 | 5 | J. Poitvin, Vannes | | Nantes | Rhyl | Wheat | W. 4 | Duddon Bay, Lancashire. | |
| 17 Feb. | "Turkestan" 2 years. | Liverpool | Ll. 100 A 1, 3.75. Liv. 20 yrs., Red, 3.75. | Ship, I. | 1,418 | 27 | J. Brown | British & Eastern Shipping Co., Limd., Liverpool. | New York | Liverpool | General | S. 4 | Harlech Beach, Cardigan Bay. | See page 218. |
| 19 Feb. | "Auguste" 42 years. | Sunderland | - - - | Schooner, W. | 83 | 3 | W. Park | G. Lamb & Son, Sunderland. | Sunderland | Littleferry | Coal | N.E. 9 | Fraserburgh Bay. | |
| 20 Feb. | "Onward" 13 years. | Carlisle | - - - | Brigantine, W. | 155 | 4 | G. Beaty, Maryport | | Dublin | Maryport | Ballast | S.E. 6 | Dalby, Isle of Man. | |
| 20 Feb. | "St. Malo" 18 years. | London | Ll. *A A 1, 2.76. Liv. 20 yrs., Red, 1.75. | Ship, I. | 1,490 | 30 | A. Blair | R. Rankin, Liverpool. | London | Calcutta | General | S.W. 2 | 1 mile W. of Dungeness | See page 211. |
| 21 Feb. | "Christina" 15 years. | Germany | - - - | Schooner, W. | 83 | 4 | P. Wilts, Brake | | Burntisland | Brake | Coal | W. 4 | Near Berwick. | |
| 21 Feb. | "Coonatto" 13 years. | London | Ll. 14 A 1, 4.75. | Barque, composite. | 633 | 20 | J. Hillman | J. Anderson, London. | Adelaide | London | Wool and copper. | S.W. 4 | Near Beachy Head | See page 177. |
| 22 Feb. | "Baltic" 20 years. | Belfast | - - - | Brigantine, W. | 93 | 4 | Unknown | E. McSherry, Belfast. | Troon | Belfast | Coal | S.S.E. 7 | Near Lamlash Bay, Arran. | |
| 25 Feb. | "Margaret McColl," 14 years. | Glasgow | - - - | Schooner, W. | 60 | 4 | R. McColl | A. McColl, Glasgow. | Larne | Rothesay | Lime | E. 6 | S. end of the Isle of Arran | See page 200. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 Feb. | "Elizabeth Turner," 18 years. | Goole | - - - | Schooner, W. | 58 | 3 | W. Fratson, junr. | W. Fratson, senr., Goole. | Shields | London | Bricks & fire-clay. | S.W. 5 | In the Spitway, Essex. | |
| 28 Feb. | "Eringo" 5 years. | Greenock | - - - | Schooner, W. | 67 | 5 | J. Donaldson | L. Millay, Rothesay. | Dublin | Dunfanaghy | Bone manure | S.W. 2 | Inside Dunfanaghy Bar, co. Donegal. | |
| 29 Feb. | "Ann Catherine" 16 years. | Aberystwith | Ll. cont. 71, 8 A 1, 5.75. | Brig, W. | 210 | 8 | D. Rees | S. Morris, Aberystwith. | Parahibo, Brazil. | Liverpool | Cotton | W. 4 | Black Point, Aberffraw, Anglesea. | See page 166. |
| 3 March | "George Loch" 8 years. | Wick | - - - | Smack, W. | 25 | 2 | S. Bremner | J. McKenzie, Wick. | Banff | Helmsdale | Empty barrels, &c. | Variable 8 | Off Helmsdale Harbour, co. Sutherland. | |
| 3 March | "Southdown" 8 years. | Dartmouth | Ver. 3/3, A 1. 1., 5 years, 5.71, 2.73. | Brigantine, W. | 218 | 7 | J. Williams | J. Burgess, Swansea. | Morlaix | Swansea | Pitwood, 1 passenger. | W.S.W. 7 | Coverack, Cornwall. | |
| 4 March | "Arriero" 14 years. | Liverpool | Ll. 14 A 1., 4.75. Liv. 20 yrs., Red, 4.75. | Brigantine, composite. | 167 | 9 | A. Robertson | Messrs. Harrison, Liverpool. | Liverpool | New Calabar | General | N.W. 10 | Church Bay, Rathlin Islands. | See page 168. |
| 7 March | "Walker Hall" 12 years. | Sunderland | Ll. cont., 7.74, 3 A 1, 6.74. | Barque, W. | 344 | 11 | D. Johnstone | Anderson, Hovan, & Co., Sunderland. | Leith | Lisbon | Coal | W.N.W. 10 | Off Holborn Head, Thurso Bay. | |
| 8 March | "Active" 36 years. | Whitby | - - - | Brig, W. | 140 | 5 | W. Pearson | J. Seymour, Saltburn-by-the-Sea. | London | S. Shields | Ballast | S.W. 4 | Roker Sands, Durham. | |
| 8 March | "Aurora Australis" 20 years. | Sunderland | Ll. cont. 1870, 9 A 1, 3.74. | Barque, W. | 457 | 13 | F. Meyer | J. Rankin, Sunderland. | Sourabaya | Queenstown | Sugar | S.W. 9 | Tramore Bay, co. Waterford. | See page 169. |
| 8 March | "William" 26 years. | Wexford | - - - | Dandy, W. | 21 | 6 | T. Lawler | N. Furlong, Wexford. | Wexford, for fishing | | Ballast | W.S.W. 9 | North Bar, Wexford. | |
| 9 March | "Saint Pierre" 13 years. | France | - - - | Lugger, W. | 79 | 19 | J. Le Jouaimard. | —Le Blais, Paimpol. | Paimpol | Iceland | General | S.W. 6 | Blackshaw Bank, mouth of the River Nith. | |
| 10 March | "Elizabeth" 4 years. | Montrose | Ll. 10 A 1, 2.73. | Schooner, W. | 99 | 6 | J. Anderson | J. Low, Wick. | Helmsdale | Stettin | Herrings | N.E. 8 | Suters of Cromarty. | |
| 11 March | "George Anson" 46 years. | Faversham | - - - | Brigantine, W. | 168 | 6 | S. Wells | F. Cannon, Canterbury. | Newcastle | Folkestone | Coal | W.N.W. 7 | Long Sand, Essex. | |
| 11 March | "Thomas and Kate," 8 years. | Jersey | - - - | Dandy, W. | 38 | 4 | T. Luen, Jersey | | Bridport | London | Grit | Calm | Off Bridport Harbour, co. Dorset. | |
| 12 March | "Adelaide" 21 years. | France | - - - | Schooner, W. | 79 | 23 | W. Cavelin | — Aubert, Paimpol. | Paimpol | Iceland | Ballast | N.E. 4 | Entrance to Arklow Harbour. | |
| 12 March | "Charlotte" 26 years. | Wells | - - - | Schooner, W. | 85 | 5 | C. Grout | R. Wells, Blakeney. | Seaham | London | Glass bottles | E.S.E. 7 | Buxey Sand, Spitway, Essex. | |
| 12 March | "Resolute" 6 years. | Peterhead | Ll. 8 A 1, 1.75. | Schooner, W. | 98 | 6 | J. Weir | J. McCormbie, jun., Peterhead. | Borrowstoness. | Lisbon | Coal | N.N.W. 11 | Goodwin Sands. | |
| 12 March | "Rocket" 20 years. | Sunderland | - - - | Brigantine, W. | 149 | 6 | T. Binstead | T. Adamson, Sunderland. | Sunderland | Portsmouth | Coal | N.N.W. 11 | The Downs. | |

## Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

### STRANDINGS—*continued.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. 13 March | "William Pitt" 45 years. | Poole | - - - | Dandy, W. | 51 | 2 | T. Stokes | G. Stokes, Poole. | Penryn | Yarmouth, I. of W. | Granite | W. 10 | E. side of Bournemouth Bay. | |
| 15 March | "Bebside" 12 years. | Newcastle | Ll. A B 1, 10.75. | S. S., I. | 423 | 17 | G. Jacques | J. Laing, Newcastle. | Newcastle | London | Coal | N.W. 9 | Near Staithes, Yorkshire. | See page 171. |
| 15 March | "Four" 4 years. | Middlesborough. | - - - | Sloop, W. | 78 | 3 | A. Bloomfield. | T. Ward, Middlesborough. | Newcastle | Middlesbro' | Ore | W. 6 | Off Seaham Harbour. | |
| 17 March | "Garibaldi" 15 years. | Berwick | - - - | Smack, W. | 36 | 3 | G. Knox | R. Cheyne, Buckie. | Methel | Buckie | Coal | N.N.E. 10 | 8 miles N. of Aberdeen. | |
| 17 March | "Sefton" 16 years. | Goole | - - - | Schooner, W. | 58 | 4 | J. Harding | M. Greaves, Hull. | St. Monance | London | Potatoes | N.W. by W. 7 | Off Staithes, Yorkshire. | |
| 18 March | "John's" 40 years. | London | - - - | Schooner, W. | 90 | 4 | T. Loads | J. Jackson, Goole. | S. Shields | London | Bottles | N.W. 8 | The East Barrows, Essex. | |
| 18 March | "Mary and Joseph," 8 years. | Not registered | - - - | Yawl, W. | 8 | 4 | J. Kavanagh | J. Byrne, Arklow. | Arklow | Dublin | Oysters | N. 6 | Back of Kingstown Harbour. | |
| 19 March | "Killin" 7 years. | Greenock | Ll. 9 A 1, 8.73. | Schooner, W. | 95 | 5 | D. Kerr | R. McGregor, Greenock. | Thurso | Yarmouth | Coal | W.N.W. 6 | Barber Sand, Norfolk. | |
| 20 March | "Favorite" 40 years. | Wexford | - - - | Schooner, W. | 74 | 6 | M. Cardiff | J. Cardiff, Wexford. | Wexford | Dublin | Malt | W.S.W. 2 | ¾ mile E. of Dalkey Island, co. Dublin. | |
| 21 March | "Majestic" 35 years. | Liverpool | - - - | Schooner, W. | 58 | 4 | J. Flanagan | T. Doolittle, Wicklow. | Liverpool | Wicklow | Coal | E.S.E. 6 | Dulas, Anglesea. | |
| 22 March | "Elodie" 29 years. | Austria | - - - | Barque, W. | 365 | 11 | P. Socolich | G. Botterini, Lossin Grande. | Cardiff | Barcelona | Coal | N.W. | 1 mile W. of Port Isaac, Cornwall. | |
| 22 March | "Flower of Enzie" 17 years. | Banff | - - - | Schooner, W. | 74 | 4 | G. Reid | W. Reid, Port Gordon. | Newcastle | Lossiemouth | Manure | E.S.E. 6 | Rattray Briggs, co. Aberdeen. | |
| 24 March | "Try" 10 years. | Peel | - - - | Dandy, W. | 20 | 8 | W. Quirke | J. Goughon, Peel. | Peel | Kinsale | Ballast | S.W. 6 | Off Dunmore Pierhead, co. Waterford. | |
| 25 March | "Benedetto M." 5 years. | Italy | - - - | Barque, W. | 612 | 15 | G. Cialdi | A. Paganetto, Genoa. | S. Shields | Genoa | Coal | E. by N. 5 | St. Nicholas Gat, Norfolk. | |
| 26 March | "Anna" 21 years. | Germany | - - - | Galliot, W. | 65 | 4 | W. Rinck | Levsson & Co., Tonning. | Tonning | Burntisland | Ballast | S.E. 5 | Entrance to Anstruther Harbour, co. Fife. | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 March | 31 years. | | | | | | | London. | | | | | | | |
| 28 March | "Victory" - - 5 years. | Hull - - | - - - | Ketch, W. | 66 | 5 | J. Bilton - | J. George, Hull. | Hull, for fishing | | Ballast - - | E. 7 | Withernsea, Yorks. | | |
| 29 March | "Renskea" - 15 years. | Germany - | - - - | Galliot, W. | 69 | 4 | H. Buss, Bucksetelerfehn | | Itzehoe - | Grangemouth | Scrap iron - | E.S.E. 4 | Inner Fern Island. | | |
| 3 April - | "Hannah Douglas" 12 years. | Whitehaven - | - - - | Brig, W. | 163 | 7 | W. Williams | J. Hodgson, Whitehaven. | Seville - | Liverpool - | Phosphate of lime. | S.S.W. 5 | Off Penrhosfilio, Anglesea | | See page 190. |
| 4 April - | "United Friends" 39 years. | Falmouth - | - - - | Smack, W. | 20 | 2 | R. Thomas | T. Dinner, Falmouth. | Port Holland Creek. | Falmouth - | Ballast - - | S.W. 1 | About 1 mile N.W. of Dodman Point, Cornwall. | | |
| 5 April - | "Phœnix" - 56 years. | Dartmouth - | - - - | Sloop, W. | 29 | 4 | W. H. Park, Brixham | | Brixham, for fishing | | Ballast - | N.N.E. 3 | 10 miles S.E. of Dartmouth. | | |
| 7 April - | "Major Nanny" - 20 years. | Aberystwith - | Ll. A 1, 6.73 | | Smack, W. | 43 | 3 | E. Phillips, New Quay, Cardiganshire. | | Liverpool - | Highbridge | Rice meal - | Calm | Near St. Goven's Head, Pembrokeshire. | |
| 8 April - | "Ann Ingate" - 30 years. | Whitehaven - | - - - | Brigantine, W. | 114 | 5 | W. Quinn - | H. & J. Hodgson, Whitehaven. | Cork - | Whitehaven | Pitwood - | S. 2 | Poorhead, co. Cork. | | |
| 8 April - | "Romp" - 21 years. | Greenock - | - - - | Schooner, W. | 85 | 4 | J. McLean | J. & M. Mc Lean, Garelock, Rosshire. | Nairn - | Paisley - | Timber - | N.N.E. 9 | Entrance of Lossiemouth Harbour. | | |
| 10 April - | "John and Alice Brown," 25 years. | Whitby - | - - - | Brig, W. | 185 | 7 | F. Burnett - | W. Rider, Staithes. | Newcastle - | Delfs Haven | Coal - - | S.W. 8 | Hasborough Sand, Norfolk. | | |
| 13 April - | "Argo" - - 66 years. | Whitby - | - - | Brig, W. | 143 | 7 | W. T. Anderson, Robin Hood's Bay. | | London - | Hartlepool - | Ballast - - | E.N.E. 9 | 1½ miles E. of Saltfleet, Lincolnshire. | | |
| 13 April - | "John and Jane" 35 years. | Goole - | - - - | Sloop, W. | 50 | 3 | J. M. Gouthwaite. | J. Austwick, Knottingley, Yorkshire. | London - | Hull - | Rape seed - | N.E. 9 | Off Wells Harbour. | | |
| 13 April - | "Naomi" - - 15 years. | Sunderland - | - - - | Schooner, W. | 123 | 4 | R. Friend - | F. Lamb, Sunderland. | Sandwich - | Sunderland | Ballast - - | E.N.E.10 | Chapel, Lincolnshire. | | |
| 14 April - | "Agnes and Mary" 30 years. | Grangemouth | - - - | Smack, W. | 43 | 3 | H. Quinn, Belfast | | Carrickfergus | Cockenzie - | Salt - - | E. 4 | Near Inchcolme Island, Firth of Forth. | | |
| 14 April - | "Peru" - - 20 years. | S. Shields - | - - - | Barque, W. | 388 | 10 | T. Thompson | W. Wright, S. Shields. | London - | S. Shields - | Ballast - | E.N.E. 5 | West Runton, Norfolk. | | |
| 14 April - | "Solon" - - 27 years. | West Hartlepool. | - - - | Brig, W. | 164 | 6 | J. Ashton - | J. Furness, junr., West Hartlepool. | London - | W. Hartlepool. | Ballast - | E.N.E. 9 | Saltfleet, Lincolnshire. | | |
| 14 April - | "Surprise" - 24 years. | Maldon - | - - - | Schooner, W. | 140 | 5 | G. Smee - | H. Fosters, Great Totham, and others. | Farnham - | Sunderland | Ballast - | E.N.E. 9 | Friskney, Lincolnshire - | | See page 215. |
| 18 April - | "Wear" - - 64 years. | Maldon - | - - - | Brig, W. | 164 | 6 | W. Playle - | W. K. Digby & Co., Maldon. | London - | Sunderland | Iron - - | E.S.E. 5 | Shipwash Sand, Suffolk. | | |
| 21 April - | "Judith" - - 27 years. | Fraserburgh - | - - - | Brigantine, W. | 90 | 5 | G. Cheyne - | J. Park, Fraserburgh. | Sunderland | Fraserburgh | Coal - - | N. 6 | Near the entrance to Fraserburgh Harbour. | | |

## Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL &c.—*continued.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS—*continued.*** | | | | | | | |
| 1876. 25 April - | "Don Carlos" - 26 years. | Germany - | - - - | Brig, W. | 213 | 7 | E. Hornfischer. | H. Bauer, Rostock. | Riga - - | Dublin - | Lathwood - | W. 5 | Lowestoft Beach. | |
| 27 April - | "Ellen Owen" - 19 years. | Aberystwith - | Ll. cont. 8 A 1, 3.74. | Brigantine, W. | 131 | 6 | E. Thomas | E. Thomas & Co., New Quay, Cardiganshire. | Workington | Swansea - | Pig iron - | S.W. 2 | Smalls Rock, Pembrokeshire. | See page 182. |
| 27 April - | "Marys" - - 9 years. | Whitby - | - - - | Yawl, W. | 39 | 8 | R. Thompson | J. Miller, Whitby. | Rosedale, for fishing | | Ballast - | E.S.E. 5 | Whitburn Steel, Durham. | |
| 28 April - | "Bavington" - 3 years. | Newcastle - | Ll. 8 A 1, 7.73. | S. S., W. | 67 | 4 | E. Stalker - | B. J. Thompson, Newcastle. | Middlesbro' | Dundee - | Iron and coke | E.S.E. 5 | Boulmer Rocks, Northumberland. | |
| 28 April - | "Dauntless" - 19 years. | Colchester - | - - - | Brigantine, W. | 174 | 5 | W. Hawes - | F. C. Goodwin, Wivenhoe, Essex. | Clackmannan | Leith - | Coal - - | E. 6 | Off Borrowstoness. | |
| 28 April - | "Duncan Dunbar" 35 years. | Scarborough - | - - - | Schooner, W. | 62 | 3 | D. Main, Monk | wearmouth | Sunderland | Burghead - | Coal - - | E. by S. 7 | Entrance to St. Andrew's Harbour. | |
| 30 April - | "Charles" - 12 years. | Sweden - | - - - | Schooner, W. | 161 | 8 | J. Hermansson. | J. Melin, Uddevalla, Sweden. | Gottenberg | Dunkirk - | Deals - - | N.E. | Hasborough Sand, Norfolk. | |
| 30 April - | "Happy Return" - 18 years. | Falmouth - | - - - | Schooner, W. | 79 | 4 | F. Phillips - | W. Corfield, jun., Penryn, Cornwall. | Falmouth - | Hull - | Phosphate - | N.E. 6 | Goodwin Sands. | |
| 5 May - | "Irma" - - Unknown. | France - | Ver. 3/3, G. 1.1., 4 years, 1.73, 4.76. | Schooner, W. | 100 | 18 | J. Bernard | J. Irwell, Dunkirk. | Dunkirk - | Iceland - | Ballast - - | Calm | 17 miles S. of Wick. | |
| 10 May - | "Frères et Sœurs" 10 years. | France - | - - - | Brigantine, W. | 79 | 6 | M. Pihour, Nantes | | Nantes - | Gloucester - | Barley - - | E.N.E. 5 | ½ mile E. of Baggy Point, Devonshire. | |
| 19 May - | "Ann" - - 25 years. | Weymouth - | - - - | Ketch, W. | 29 | 3 | W. Washer | G. Vertue, Weymouth. | London - | Weymouth | General - - | N.N.E. 4 | Pan Sand, Kent. | |
| 24 May - | "Craig Gowan" - 3 years. | Banff - - | Ll. 7 A 1, 4.76. | Schooner, W. | 84 | 5 | M. Livingstone. | J. Anderson, Macduff. | Galway - | Bristol Channel. | Potatoes - | N.E. 5 | Finis Rock, Arran. | |
| 28 May - | "Ruby" - - 17 years. | Dundee - | Ll. A 1, Red, 2.76. | Schooner, W. | 109 | 5 | G. Shand - | A. Banks, Dundee. | London - | Dundee - | Cement, &c. - | W. by N. 6 | Bell Rock, co. Forfar - | See page 210. |
| 3 June - | "Matthew" - 16 years. | Not registered | - - - | Hooker, W. | 15 | 2 | W. Fitzgerald | J. Hart, Ballinacurra. | Skull, co. Cork. | Rathcoursey, co. Cork. | Ballast - | W.S.W. 5 | Entrance to Seven Ring Creek, co. Cork. | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 June - | "Elgin" - - 11 years. | Leith - - | - - - | Brigantine, W. | 310 | 10 | J. Toms - | J. Grant and Son, Leith. | Liverpool - | The Tyne - | Salt - - | S. 6 | Hebrides. | See page 102. |
| 10 June - | "McNear" - 4 years. | U.S.A. - | Ver. 3/3, L. 1.1., 11 years, 12.72–76. | Ship, W. | 1,328 | 24 | — Staples - | McNear & Co., Boston, U.S. | Shields - | Bombay - | Coal - - | N.N.E. 6 | Hammond's Knowle, 20 miles E. by N. of Yarmouth. | |
| 17 June - | "Surpass" - 30 years. | Grangemouth | - - - | Schooner, W. | 128 | 4 | R. Lewis - | E. Williams, Glanllyn, Merionethshire. | Waterford - | Portmadoc | Ballast - - | S.S.W. 6 | Inside Portmadoc Bar. | |
| 25 June - | "Dart" - - 35 years. | Ipswich - | - - - | Schooner, W. | 83 | Unk. say 5 | — Allen - | J. Durrell, Ipswich. | Middlesborough. | London - | Railway iron - | E.N.E. 6 | Maplin Sand. | |
| 28 June - | "Jane and Ellen" 20 years. | Glasgow - | - - - | Schooner, W. | 37 | 2 | W. Fleck, Island Magee, co. Antrim. | | Larne - | Holy Lough | Lime - | N. 3 | Yellowstone, Island Magee, co. Antrim. | |

| Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | No. of Passengers. | Total No. on board. | Laden. | Ballast. | Unkwn. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|
| 254 | 59 | 16 | 45,577 | 1,842 | 233 | 2,075 | 182 | 72 | — | 46 |

G 2

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Name and Port of Colliding Vessel. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

## (3.)—COLLISIONS.

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 4 July | "Shepherdess" 11 years. | Lowestoft | - - - | Schooner, W. | 78 | 4 | E. Nichols - | W. Cubitt, Bacton. | Hartlepool | Folkestone | Coal - | German barque "Witch." | N.N.E. 3 | Off the Middle Cross Sand Buoy, Norfolk. | |
| 10 July | "Industry" - 18 years. | Not registered | - - - | Yawl, W. | 2 | 2 | J. Gover, Plymouth | | Plymouth - | - - - | Ballast - | "Aunt Mary," of Plymouth. | W.N.W. 6 | Cattewater, Plymouth. | |
| 23 July | "Philip and Eliza," 20 years. | Swansea - | - - - | Schooner, W. | 56 | 4 | T. Marley, West Porlock | | Newport - | Plymouth - | Coal - | S.S. "Burmese," of N. Shields. | W. by N. 2 | 7 miles N.N.W. of St. Ives Head, Cornwall. | |
| 2 Aug. | "Surprise" - 24 years. | Cowes - | - - - | Ketch, W. | 36 | 3 | C. Kent - | J. Smythes, Cowes. | Poole - | London - | Pipeclay - | Unknown, steamer. | E. 1 | 1½ miles S.S.E. of the Mouse Light, Thames. | |
| 4 Aug. | "Hillechina Amalia," 10 years. | Holland - | Ver. 3/3, G. 1. 1., 2 yrs., from 9.74. | Schooner, W. | 143 | 6 | A. Redeker | R. Vanderback & Son, Wildevank. | St. Petersburg. | London - | Barley - | S.S. "Vanguard," of London. | N.N.E. 4 | Near the Middle Swin Lightship, Thames. | See page 219 |
| 11 Aug. | "Iona" - 1 year. | Not registered | - - - | Lugger, W. | 25 | 6 | W. Duthie, Fraserburgh | | Fraserburgh, for fishing | | Ballast - - | S.S. "Mira," of Liverpool. | S.E. 1 | Off Rattray Head, co. Aberdeen. | |

## Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any) | Name and Port of Colliding Vessel. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | **COLLISIONS.—*continued.*** | | | | | | | |
| 1875. 23 Aug. | "Cedar" - 8 years. | Not registered | - - - | Lugger, W. | 20 | 8 | D. Mure - | W. McMullen, Campbeltown. | Campbeltown, for fishing | | Ballast - | "Neddy," of Arklow. | S.S.W. 4 | Carlingford Lough. | |
| 27 Aug. | "Phœnix" - 15 years. | Liverpool - | - - - | S. S., I. | 164 | 9 | R. Osborne | T. Tate, Liverpool. | Cork - - | Neath | Ballast - | S.S. "Pelican," of Cork. | W.S.W. 2 | Bar Rock Buoy, Queenstown. | |
| 1 Sept. | "Vanguard," H.M.S. | - - - | - - - | S. S., I. - | 3,774 | 360 | R. Dawkins, R.N. | The Lords of the Admiralty. | Dublin - | Queenstown | Ballast - | H.M.S. "Iron Duke." | S.E. 1 | Between the Kish and Codling Lightships, Irish Sea. | |
| 12 Sept. | "Aquilla" - 4 years. | London - | Liv. 18 yrs., Red, 10.74. | S. S., I. - | 654 | 18 | T. Farquhar | H. Mackenzie, London. | Sunderland | London - | Coal - - | "Growler," of Hull. | E. by S. 5 | 25 miles S.E. by E. of Spurn Point. | See page 167. |
| 13 Sept. | "Eulalie" - 23 years. | France - | - - - | Schooner, W. | 70 | 5 | F. Landy, Gravelines | | West Wemyss | Gravelines | Coal - - | S.S. "Carron," of Grangemouth. | S.E. 1 | 6 miles E. of Souter Point, Durham. | |
| 18 Sept. | "What's that to you," 8 years. | Grimsby - | - - - | Smack, W. | 34 | 5 | J. Collins - | General Screw Collier Co., Lim., London. | Grimsby, for fishing | | Ballast - | S.S. "J. E. McConnell," of London. | E. 2 | 20 miles E. by N. of Spurn Lighthouse. | See page 194. |
| 2 Oct. | "Perseverance" 9 years. | Prestonpans - | - - - | Lugger, W. | 22 | 7 | J. Ritchie, Prestonpans - | | Prestonpans | Lowestoft - | Ballast - - | S.S. "Britannia," of Leith. | W. 2 | 2½ miles E. of the Fern Islands. | |
| 5 Oct. | "Jane" - 26 years. | London - | - - - | Cutter, W. | 48 | 9 | S. Baxter - | W. Baxter, Grimsby. | Grimsby, for fishing | | Ballast - - | S.S. "Galatz," of Hull. | S.W. 5 | About 3 miles N.W. ½ W. of the Bull Lightship, River Humber. | |
| 10 Oct. | "Lady Alice" - New. | Salcombe - | Ll. 9 A 1, 6.75. | Schooner, W. | 116 | 6 | J. Jarvis - | R. H. Sladen, Salcombe. | Hull - | Salcombe - | Coal - - | German S.S. "Nürnberg." | S.W. 4 | About 7 miles S.S.W. of the Start Light. | |
| 26 Oct. | "St. Mungo" - 27 years. | Ardrossan - | - - - | Barque, W. | 216 | 7 | J. Stewart, Dublin | | Ardrossan - | Dublin - | Coal - - | S.S. "Princess Alexandra," of Glasgow. | S.S.E. 7 | Off Craigavad, Belfast Lough. | |
| 3 Nov. | "Ocean Bride" 21 years. | Newcastle - | - - - | Barque, W. | 912 Unkn., say | 21 Unkn., say | G. Barrows | Milvain & Sons, Newcastle. | Newcastle - | Savona - | Coal - | S.S. "Weardale," of Newcastle. | S. 4 | 9 miles off Cromer. | |
| 14 Nov. | "Maria" - Unknown. | Greece - | - - - | Brigantine, W. | 354 | 12 | — Papagergo | Unknown - | Hartlepool - | Constantinople. | Coal - - | S.S. "Vanessa," of London. | N.N.W. 7 | 1 mile E. by S. of N. Foreland. | |
| 17 Nov. | "James and Mary," 7 years. | Aberdeen - | - - - | Lugger, W. | 15 | 5 | A. Allan, Fort Dee | | Aberdeen, for fishing | | Ballast - | Danish schooner "Pleiades." | S.W. 4 | 1 mile N.N.W. of Girdleness, Kincardine. | |
| 19 Nov. | "Old Harry" - 32 years. | Workington - | - - - | Brigantine, W. | 98 | 4 | J. Ruth - | J. Milfield, Workington. | Swansea - | Whiteabbey | Coal - - | S.S. "Sea Flower," of | N. 2 | Carrickfergus Roads. | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 Nov. | "Glide" 41 years. | Poole | - - - | Brig, W. | 142 | 6 | — Mingo | J. Dunsford, Exeter. | Hartlepool | Exeter | Coal | "Queen Emma," of Carnarvon. | N.N.W. 10 | The Downs. | |
| 28 Nov. | "Zoophite" 20 years. | Weymouth | - - - | Brig, W. | 161 | 6 | W. Newman | J. Read, Portland. | Llanelly | Fécamp | Coal | S.S. "Tagus," of London. | E.N.E. 6 | 7 miles E.S.E. of the Lizard. | See page 216. |
| 3 Dec. | "Jacques Marie" 8 years. | France | Ver. 3/3, P. 1. 1., 9 yrs., 6.67, 5.76. | Sloop, W. | 61 | 5 | T. Dufruit | J. Levilly, Granville. | St. Malo | Exeter | Wheat | S.S. "Tiara," of London. | N.N.E. 5 | Plymouth Sound. | |
| 5 Dec. | "Barfield Brothers," Unknown. | Not registered | - - - | Schooner, W. | 99 | 5 | J. Cutting | Allen & Woods, Ipswich. | Rouen | Hull | Potatoes | Norwegian barque "N. P. Nielsen." | E.N.E. 7 | 7 miles S.W. of the S. Foreland Light. | |
| 5 Dec. | "Ellen" 22 years. | Woodbridge | - - - | Schooner, W. | 55 | 3 | W. Freear | T. Freear, Sunderland. | Hull | Rochford | Oil cake | "Eureka," of Faversham. | E.N.E. 1 | Yarmouth Roads. | |
| 7 Dec. | "Juno" 12 years. | Faversham | - - - | Brigantine, W. | 188 | 7 | W. Carvell | G. Peters, Whitstable. | Sunderland | Whitstable | Coal | S.S. "Blenheim," of W. Hartlepool. | N. 4 | ½ a mile off the Mouse Light, River Thames. | |
| 14 Dec. | "Henrietta" 12 years. | Germany | Ver. 3/3, A.1. 1., 9 years, 5.68, 9.74. | Galliot, W. | 36 | 3 | G. Küper, Leer, Hanover | | Bergen | Amsterdam | Dried fish | "Bounty," of Whitby. | S.W. by S. 4 | 8 miles E.S.E. of Spurn Light. | |
| 24 Dec. 1876. | "Kate" 7 years. | Yarmouth | - - - | Ketch, W. | 16 | 3 | J. Westgate, Yarmouth | | Yarmouth | - - - | Ballast | Unknown brig. | S.W. by W. 5 | Corton Roads, Suffolk. | |
| 11 Jan. | "Annie Edwin" 5 years. | Jersey | Ll. 8 years, A 1, 6.71. | Schooner, W. | 48 | 5 | W. J. Brand | Le Couteur and Vaughan, Newport, Mon. | Newport | St. Valery-sur-Somme. | Coal | Norwegian brigantine "Nordcap." | N.F. by N. 5 | About 10 miles S.S.W. of Portland. | |
| 15 Jan. | "Moonshine" 43 years. | Maldon | - - - | Smack, W. | 18 | 3 | T. Cundy | L. Nethercoat, Burnham, Essex. | Sheerness, for fishing | | Ballast | Norwegian S.S. "Prins Oscar." | E.N.E. 5 | Abreast of the Nore Light. | |
| 21 Jan. | "Two Brothers" 11 years. | Hull | - - - | Dandy, W. | 55 | 5 | J. Black | G. Whiteway, Grimsby. | Grimsby, for fishing | | Ballast | Unknown brig. | S.W. 5 | 20 miles E.S.E. of Flamborough Head. | |
| 23 Jan. | "Transit" 5 years. | France | Ll. 90 A 1, 1.72. Ver. 3/3 A 1. 1., 2nd Div., June 1875. | S. S., I. | 345 | 21 | J. F. F. Lelubez. | R. Grandchamps & Co., Rouen. | Grimsby | Dieppe | General | S.S. "Glannibanta," of Newcastle. | S.W. 2 | Yarmouth Roads. | |
| 25 Jan. | "Progress" 7 years. | Scarborough | - - - | Ketch, W. | 53 | 5 | W. Walker | J. Sellers, Scarborough. | Scarborough, for fishing | | Ballast | "Ethel," of Swansea. | S.S.W. 6 | About 45 miles E.N.E. of Scarborough. | |
| 26 Jan. | "Waterloo" 51 years. | Beaumaris | - - - | Schooner, W. | 48 | 3 | J. Campbell | W. Hinde, Belfast. | Carnarvon | Greenock | Slates | "Julia," of Belfast. | S.S.W. 6 | About 3 miles W. of Grey Point, Belfast Lough. | |
| 31 Jan. | "Latona" 12 years. | London | Ll. 95 A 1, 7.75. | S. S., I. | 449 | 12 | T. Goodwin | The London Steamship Co., London. | London | Genoa | General | S.S. "Silistria," of Sunderland. | S. 1 | Off the South Foreland. | |
| 4 Feb. | "Dunluce Castle" 3 years. | Glasgow | Ll. 100 A 1, 12.72. | S. S., I. | 101 | 10 | R. Rennie | W. Burrell, Glasgow. | London | Leith | General | S.S. "Fitzmaurice," of Glasgow. | W.N.W. 4 | Off the Corton Lightship, Suffolk. | |
| 13 Feb. | Unknown | - - - | - - - | Lighter, W. | Unk., say 36 | None on board. | Unknown | | Unknown | | Ballast | German S.S. "Hansa." | N. 2 | Off Paull, River Humber. | |

Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Name and Port of Colliding Vessel. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **COLLISIONS—*continued.*** | | | | | | | | |
| 1876. 22 Feb. | "Samaritan" - 27 years. | Hull - - | - - - | Schooner, W. | 79 | 4 | F. Foster - | J. Graburn, Hull. | Berwick - | London - | Barley - | "William Gowland," of Middlesborough. | W. by S. 5 | 1 mile N.W. by W. of the Mouse Light, River Thames. | |
| 24 Feb. | "Neptune" - 32 years. | Not registered | - - - | Smack, W. | 15 | 2 | W. Griffith - | R. Owen, Carnarvon. | Llandur - | Carnarvon - | Stone - | "Wepre Lass," of Carnarvon. | Calm | Carnarvon Roads. | |
| 26 Mar | "Aline" - 27 years. | France - - | - - - | Brigantine, W. | 85 | 6 | J. Le Tallac, L'Orient | | L'Orient - | Newport - | Pitwood - | French lugger "Jeune Gustave." | E. 5 | About 15 miles N. of the Longships. | |
| 31 Mar. | "Two Brothers" 8 years. | Beaumaris - | - - - | Lugger, W. | 19 | 3 | R. Williams | W. Williams, Moelfra, Anglesea. | Beaumaris, for dredging | | Ballast - - | "Rising Star," of Beaumaris. | E.S.E. 4 | 2 miles N.W. of Great Ormes Head. | |
| 4 Apr. | "Ralph M. Hayward," 12 years. | America - | - - - | Schooner, W. | 487 | 9 | F. S. Doane | S. H. Cady & Co., Providence, U.S.A. | Liverpool - | Havana - | Coal - - | Spanish S.S. "Rivera." | S.W. 4 | About 28 miles S.E. of the Arklow Lightship. | |
| 7 Apr. | "Vesuvius" - 6 years. | Holland - | Liv. 18 years, Red, 3.71. Ver. 3/3, A A ½, 1. 1., 12. 73. | S. S., I. - | 1,193 | 32 | A. Daarhouwen. | The Royal Netherlands Steam Packet Co., Amsterdam. | Odessa - | Rotterdam - | Grain and raisins. | S.S. "Savernake," of Sunderland. | E. 2 | 7 miles S.W. of Hastings. | |
| 8 Apr. | "Mary" - - 21 years. | Dumfries - | - - - | Wherry, W. | 26 | 2 | D. McLean | J. Kingan, NewAbbey, Kirkcudbrightshire. | Liverpool - | Dumfries - | Grain - | S.S. "Llewellyn," of Belfast. | W.S.W. 2 | Near the entrance to Maryport Harbour. | |
| 23 Apr. | "Vesta" - - 19 years. | Maldon - | - - - | Brigantine, W. | 139 | 4 | E. Playle - | W. K. Digby, Maldon. | Sunderland | Lowestoft - | Coal - - | S.S. "Fifeshire," of Kirkcaldy. | E. by N. 4 | About 4 miles off Whitby. | |
| 30 Apr. | "Padeswood" - 10 years. | Chester - | Ll. 10 years, A 1, 6.72. | Schooner, W. | 80 | 4 | T. Piercey - | W. Hancock, Hawarden, Flintshire. | Duddon - | Swansea - | Iron ore - | "Ellen Jones," of Carnarvon. | E. by N. 4 | ½ a mile S.W. of Skomar Head, Pembrokeshire. | |
| 12 May | "Edward John" 19 years. | Aberystwith - | Ll. rest. 1875, 8 A 1, 4.75. | Brigantine, W. | 137 | 4 | J. Hughes, Aberystwith | | Fowey - | Runcorn - | China clay - | S.S. "Lady Downshire," of Belfast. | S.S.E. 2 | Crosby Channel, River Mersey. | |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Nature of Disaster. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 June | "Gabrielle" - 1 year. | France - | Ver. 3/3, G.I. 1., I. Div., 11.74, 4.76. | S. S., I. - | 624 | 23 | H. Vandort | Compagnie Générale des Bateaux à Vapeur du Nord, Dunkirk. | Havre - | Swansea - | Ballast - | S.S. Egret, of Cork. | W. 5 | Foundered. | 10 miles N. by E. of the Longships. | |

| | Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast | Unknown. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 48 | 13 | 8 | 11,632 | 656 | — | 656 | 32 | 16 | — | 4 |

## (4.)—CASUALTIES FROM OTHER CAUSES.

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Wind. | Nature of Disaster. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | | | | | | | | | |
| 21 Aug. | "Janes" - 34 years. | Rochester - | - - - | Brigantine, W. | 110 | 5 | J. Lucas - | W. B. Frend, Chatham. | Shields - | Rochester - | Coal - - | W.N.W. 5 | Struck floating wreck, and subsequently foundered. | 14 miles S. of Flamborough Head. | See page 195. |
| 26 Sept. | "Energy" - 27 years. | Aberystwith - | Ll. A 1, Red, 11.73. | Schooner, W. | 48 | 3 | J. Tweed - | W. N. Wilson, Glynn, co. Antrim. | Larne - | Glasgow - | Lime - - | S. 9 | Burnt - | 2 miles off Pladda, Firth of Clyde. | |
| 14 Oct. | "May" - 16 years. | Runcorn - | - - - | Flat, W. | 47 | 3 | R. Hough - | J. C. Ridgway, Sankey, Lancashire. | Llandillos - | Runcorn - | Limestone - | S.W. 2 | Supposed to have struck on a sunken wreck. | North-west corner of the West Hoyle Bank, R. Mersey. | |
| 21 Oct. | "Tvende Brodre" 55 years. | Norway - | - - - | Brig, W. | 330 | 10 | F. Winsnes | C. Hofgaard, Drammen. | Antwerp - | Drammen - | Ballast - | E. 10 | Leaky and a derelict; broken up. | About 20 miles from May Island, Firth of Forth. | |
| 1876. | | | | | | | | | | | | | | | |
| 23 Jan. | "Paragon" - 33 years. | Lynn - - | - - - | Sloop, W. | 44 | 6 | J. Wilburn | J. Holdgate, Terrington, Norfolk. | London - | Hull - | Linseed - | S.W. 7 | Spontaneous combustion of cargo. | ½ mile S. of Mundesley, Norfolk. | |
| 27 Feb. | "Harlingen" - 3 years. | London - | Ll. A 1, 9 years, 8.74. | S. S., I. - | 147 | 11 | J. Holmes - | J. Burnett and Sons, London. | London - | Rouen - | General - | S.W. 5 | Struck on a sunken wreck. | ¾ of a mile S.S.W. of the Admiralty Pier, Dover. | |
| 4 March | "Maria" - 30 years. | Dundee - | - - - | Schooner, W. | 70 | 4 | T. Phinn - | W. Nicoll, Dundee. | Holy Island | Dundee - | Lime, 1 passenger (master's son). | W.S.W. 9 | Burnt - | 7 miles N. of Montrose. | |
| 7 May | "Paragon" - 37 years. | Plymouth - | - - - | Sloop, W. | 41 | 3 | J. Johnson | W. Stibs, Plymouth. | Milford - | Southampton | Charcoal - | E.N.E. 3 | Burnt - | 30 miles N.N.E. of Trevose Head. | |
| 13 June | "Gwendoline" - Unknown. | Not registered | - - - | Pilot cutter, W. | 14 | 2 | J. Harris - | D. Williams, Cardiff. | Cardiff - | Bristol Channel. | Ballast - | W.S.W. 4 | Struck against floating timber. | 7 miles N. ½ W. of the Foreland, Bristol Channel. | |

## Appendix B. Wrecks, &c. on and near the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Nature of Disaster. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CASUALTIES FROM OTHER CAUSES—*continued*.** | | | | | | | | | | | | | | | |
| 1876. 24 June | "Mary" 29 years. | Belfast | - - - | Schooner, W. | 58 | 4 | S. Allan, Island Magee, co. Antrim. | | Larne | Glasgow | Lime, 1 passenger. | E. by S. 5 | Burnt | Between Girvan and Ailsa Craig. | |
| 24 June | "Sophia Jane" 8 years. | N. Shields | Ll. 10 A 1, 1.73. | Brig, W. | 278 | 9 | R. Cooper | G. Stavers, Morpeth, Northumberland. | Bahia | Hamburg | Tobacco | E. 2 | Burnt | 30 miles E. by S. of Start Point. | See page 213. |

| | Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 11 | 3 | 1 | 1,187 | 60 | 2 | 62 | 9 | 2 | — | 2 |

## Summary of the Wrecks and Collisions on the Coasts of the United Kingdom, involving TOTAL LOSS OF VESSEL without Loss of Life.

| Nature of Casualty. | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Whether Laden or in Ballast. | | | No. of Official Inquiries held. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Laden. | In ballast. | Unknown. | |
| Founderings | 55 | 5 | — | 4,355 | 236 | 10 | 246 | 37 | 18 | — | 9 |
| Strandings | 254 | 59 | 16 | 45,577 | 1,842 | 233 | 2,075 | 182 | 72 | — | 46 |
| Collisions | 48 | 13 | 8 | 11,632 | 656 | — | 656 | 32 | 16 | — | 4 |
| Other Causes | 11 | 3 | 1 | 1,187 | 60 | 2 | 62 | 9 | 2 | — | 2 |
| Total | 368 | 80 | 25 | 62,751 | 2,794 | 245 | 3,039 | 260 | 108 | — | 61 |

# PART II.

## LIVES LOST on and near the COASTS of the UNITED KINGDOM.

**Table 23. Wrecks, Casualties, and Collisions, on and near the Coasts of the United Kingdom, involving LOSS OF LIFE, from the 1st day of July 1875 to the 30th day of June 1876, inclusive; in five divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels; showing in each case, when known, the Description of the Vessel, and her Cargo, the Age of the Vessel, the Names of Master and Owner, the Number of Lives Lost, the Date and Place of the Disaster, the Direction and Force of the Wind at the time of the Disaster, and whether in any case an Official Inquiry was instituted, with the result; with Summaries of the Casualties involving Loss of Life during the fifteen and a half years ended June 1876.**

(1) FOUNDERINGS.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 14 July | Telegraph, 4 years | Aberystwith | - - - | Smack, W. | 6 | 2 | R. Pugh | T. Lewis, Aberystwith. | Aberystwith, for fishing | | Ballast | Total | 2 | W. 6 | 5 miles S. of Aberystwith Harbour. | |
| 26 Aug. | Kirkwall Packet Boat, 3 years. | Not registered | - - - | Yawl, W. | 3 | 3 | R. Gibson | J. Craigie, Rousay, Orkney. | Rousay | Kirkwall | Ballast | Total | 3 | W. 9 | Bay of Firth, Orkney. | |
| 26 Aug. | Llama, 7 years | Not registered | - - - | Lugger, W. | 3 | 4 | J. Blue, Campbeltown | | Campbeltown, for fishing | | Ballast | Total | 3 | S.W. 5 | Off Whitefarlane, Isle of Arran. | |
| 31 Aug. | Colin Campbell, 16 years. | Not registered | - - - | Lugger, W. | 15 | 5 | J. Reid, Port Gordon | | Fraserburgh, for fishing | | Ballast | Total | 1 | N.W. 11 | Off Rattray Head. co. Aberdeen. | |
| 31 Aug. | Heroine, 10 years | Not registered | - - - | Lugger, W. | 15 | 6 | M. Campbell | W. Begg, Pulteneytown, Wick. | Wick | Stornoway | Ballast | Total | 6 | N. 7 | Off Cape Wrath. | |
| 25 Sept. | St. Andrew, 7 years | Galway | - - - | Hooker, W. | 5 | 3 | J. Flanagan | J. Miller, Galway. | Galway, for fishing | | Ballast | Partial | 2 | W. by N. 9 | Off Hare Island, near Galway. | |
| 26 Sept. | La Plata, unknown | France | Ver. 3/3, A 1. 1., for 8 years, from 11.71, 8.75. | Brigantine, W. | 110 | 10 | P. Armand | Ytier & Blanchard, Marseilles. | Waterford | Liverpool | Ballast | Total | 10 (includg. 2 pilots.) | W.S.W. 10 | Off the coast of Lancashire. | |
| 27 Sept. | Fay, 1 year | Glasgow | - - - | S. S., I. | 34 | 4 | J. White | Morrison, Munro & Co., Glasgow. | Glasgow | Belfast | Coal | Total | 2 | N.W. 9 | Off the S. end of Arran Island, Firth of Clyde. | See page 184. |
| 29 Sept. | Clyde, 9 years | Padstow | - - - | Smack, W. | 59 | 4 | — Neal | J. Hockaday, Delabole. | Newport | Truro | Coal | Total | 1 | W. 5 | 10 miles S. of the Nash Light, Bristol Channel. | |
| 14 Oct. | Robin Hood, 7 years | S. Shields | - - - | S. tug, W. | 12 | 4 | J. Patten | W. Wright, S. Shields. | South Shields, cruizing | | Ballast | Total | 3 | S.E. 10 | Entrance to the River Tyne. | See page 209. |
| 15 Oct. | Johan Cornelius, 28 years. | Germany | - - - | Brig, W. | 179 | 8 | H. Fredlandt | C. F. Koch & Son, Rostock. | Llyre | England | Ballast | Total | 7 | N. 7 | Off Cruden, Aberdeenshire. | |
| 15 Oct. | Merchant, 26 years | Colchester | - - - | Schooner, W. | 115 | 5 | D. Day, Brightlingsea | | E. Hartlepool | Brightlingsea. | Coal | Total | 5 | E. 9 | Off East Hartlepool Harbour. | |
| 1876. 12 Mar. | Athlete, 11 years | Ardrosssn | - - - | Brigantine, W. | 218 | 7 | R. McPeake | D. McClew, Glasgow. | Portland | Sligo | Guano, 1 pasngr. | Total | 7 (1 pasgr., 6 crew.) | N.N.W. 9 | 6 miles off Portland Bill. | |
| 12 Mar. | Speculation, 75 years | Plymouth | - - - | Sloop, W. | 46 | 3 | W. Evans | T. Elford, Plympton. | Plymouth | Southampton | Superphosphate and limestone. | Total | 3 | W.S.W. 9 | 1½ miles off Christchurch, Hampshire. | |
| — Mar. | Oak, 1 year | Not registered | - - | Lugger, W. | 3 | 5 | D. Stewart, Inverness | | Inverness, for fishing | | Ballast | Total | 5 | — | Uig Bay, Hebrides. | |
| 14 April | Arethusa, 24 years | Goole | - - - | Sloop, W. | 58 | 3 | F. Hewitt | W. France, London. | London | Goole | Patent manure. | Total | 3 | E.N.E. 9 | ½ mile off Waborne, Norfolk. | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 April | Dunsany, new | Newcastle | Ll. 36 A 1, 5.75 | Schooner, W. | 229 | 4 | R. B. Fenwick, Newcastle. | | | | | | | | |
| 28 April | Two Brothers, 40 years. | N. Shields | - - - | Smack, W. | 14 | 3 | G. Bevis | A. Steel, N. Shields. | The Tyne, for fishing | Ballast | Total | 3 | S.E. 10 | About 2 miles off Hartley, Northumberland. | |
| 17 May | Johanna, unknown | Penzance | - - - | Lugger, W. | 3 | 3 | J. T. Cowls, Penzance | | Porthleven, for fishing | Ballast | Total | 3 | N.E. 8 | 1½ miles N. of Porthleven, Cornwall. | |

| | No of Vessels. | No classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown | Total Loss. | Partial Damage. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL - | 19 | 2 | 2 | 1,423 | 99 | 1 | 100 | 7 | 12 | — | 18 | 1 | 73 | 3 |

## (2) STRANDINGS.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 31 Aug. | Crystal Palace, 23 years. | Beaumaris | Ll. A 1, 4.73 | Schooner, W. | 77 | 5 | J. Edwards | W. Morgan, Hodbarrow. | Leith | Poole | Coal | Total | 1 | N.N.E. 9 | S. end of Hasborough Sand. | See page 178. |
| 24 Sept. | Clio, 1 year | Charlottetown, P. E. I. | Ll. 7 A 1, 4.75 | Brigantine, W. | 236 | 7 | G. Ward | A. Ellis and A. Kislingbury, London. | Greenock | Liverpool | Ballast | Total | 2 | E.S.E. 8 | Near Clay Head, Isle of Man. | See page 176. |
| 26 Sept. | Mary Reynolds, 10 years. | Pwllheli | - - - | Schooner, W. | 67 | 3 | R. Ellis, Nevin | | Dublin | Carnarvon | Ballast | Total | 3 | S.W. 10 | Carnarvon Bar. | |
| 26 Sept. | W. K. Chapman, 11 years. | Liverpool | - - - | Schooner, W. | 131 | 5 | T. S. Tadd | J. Roberts, Liscard, Cheshire. | Plymouth | Garston | China clay, 2 pasngrs. | Total | 7 (2 pass. 5 crew.) | S.S.W. 10 | Near Fleetwood. | |
| 27 Sept. | Louise Charlotte, 25 years. | Russia | - - - | Brig, W. | 208 | 9 | H. Mortensen | Fenger & Co., Riga. | Riga | Alloa | Lathwood | Total | 2 | N.W. 11 | Drifted ashore derelict at Hawks Ness, Tingwall, Shetland. | |
| 10 Oct. | Aimable Prudence, 17 years. | France | Ver. 5/6, G. 1. 1., for 4 years, from 10.71, 9.74. | Schooner, W. | 91 | 6 | D. Baron | Madame Baron, Mesquer. | Cardiff | Nantes | Coal | Total | 4 | S.W. 8 | Penarth Roads. | |
| 14 Oct. | Albion, 7 months | Kirkcaldy | - - - | Yawl, W. | 4 | 5 | T. Anderson, Pittenweem | | Pittenweem, for fishing | | Ballast | Partial | 2 | S.E. 9 | Beacon Rock, near Pittenweem Harbour, co. Fife. | |
| 14 Oct. | Fisher Lassie, 9 years | Montrose | - - - | Lugger, W. | 13 | 5 | W. Wylie, Gourdon | | Gourdon, for fishing | | Ballast | Total | 5 | S.E. 8 | Entrance to Gourdon Harbour, co. Kincardine. | |
| 14 Oct. | Galway Lass, 36 years. | Newhaven | Ll. Æ 1, 5.75 | Brig, W. | 198 | 8 | G. Grimsey | R. Hillman, Lewes. | Sunderland | Dieppe | Coal | Total | 8 | E.N.E. 7 | Gun Point, near Flamborough Head. | |
| 19 Oct. | Augusta, 4 years | Prussia | Ver. 3/3, P. 1. 1., for 8 yrs., from 11.71, 7.75. | Schooner, W. | 35 | 3 | R. Vahl, Stettin | | Christiania | Thurso | Battens | Total | 1 | S.E. 10 | 1 mile S. of Buchanness Light, co. Aberdeen. | |
| 20 Oct. | Young England, 22 years. | Middlesborough. | - - - | Barque, W. | 391 | 17 | R. Brown | J. Trattles, junr., Middlesborough. | Weigen | London | Deals & iron. | Total | 12 | E. 6 | Cockle Sand, Norfolk | See page 223. |
| 21 Oct. | Dorothy Jobson, 20 years. | N. Shields | Ll. Æ 1, 7.74. | Brig, W. | 238 | 8 | — Tramatic | W. Winship, Blyth. | Blyth | Riga | Coal | Total | 8 | E.S.E. 9 | Off Stonehaven, co. Kincardine. | |

(2) STRANDINGS—*cont.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 21 Oct. | Gogstads Minde, 41 years. | Norway | - - - | Barque, W. | 288 | 12 | A. A. Haraldsen, Tonsberg | | Hernosands | Boulogne | Deals | Total | *4 | S.E. 10 | 3 miles N.W. of Staithes, Yorkshire. | |
| 21 Oct. | John Murray, 16 years. | Exeter | - - - | Schooner, W. | 134 | 4 | J. Steward | W. Watson, Seaham. | Chatham | Seaham | Ballast | Total | 4 | S.E. 9 | ¼ of a mile N. of Muchals Coastguard Station, near Aberdeen. | |
| 21 Oct. | John and Isabella, 27 years. | S. Shields | - - - | Brig, W. | 204 | 7 | Unknown | G. Wardell, Sunderland. | Gefle | Sunderland | Timber | Total | 7 | S.S.E. 10 | Near Dunnottar Castle, Kincardineshire. | |
| 22 Oct. | Behrend, 22 years | Prussia | Ver. 5/6, G. 2. 1., for 2 years, from 3.74. | Barque, W. | 367 | 11 | — Köhler | Mrs. B. Gubba, Memel. | Memel | Belfast | Timber | Total | 11 | E. 9 | Longhaven, 3 miles S. of Peterhead. | |
| 22 Oct. | Concordia, unknown | Denmark | - - - | Schooner, W. | 80 | Supp. 5 | Unknown | | Newcastle | Nyborg | Coal | Total | Supp. 5 | — | Warness Point, S. end of Eday, Orkney Islands. | |
| 22 Oct. | Superior, 36 years | Sweden | - - - | Brig, W. | 176 | 8 | C. O. Nystrom | F. O. Agren, Calmar. | Hull | Copenhagen | Coal | Total | 8 | S.E. 10 | 1 mile S. of Muchals Coastguard Station, near Aberdeen. | |
| 30 Oct. | Gleaner, 58 years | Milford | - - - | Snow, W. | 115 | 5 | N. Power, Castletown, Berehaven. | | Port Talbot | Cork | Coal | Total | 5 | S.E. 9 | 1 mile W. of Youghal Bar. | |
| 1 Nov. | Catherine Griffiths, New. | London | Ll. 12 A 1, 10.75 | Brigantine, W. | 326 | 10 | — Jones | G. Griffiths, Portmadoc. | Sunderland | Rio Janeiro | Coal | Total | 9 | W.S.W. 4 | Western Rocks, Scilly Isles. | |
| 7 Nov. | Who'd a thought it, 6 years. | Folkestone | - - - | Lugger, W. | 3 | 2 | S. Cammell | H. Eldridge, Dymchurch. | Folkestone | Dymchurch | Ballast | Partial | 1 | S.W. 7 | Capsized about ¼ a mile from land, and driven ashore at Dymchurch Redoubt, Kent. | |
| 10 Nov. | Sarah, 6 years | Dublin | - - - | Lugger, W. | 4 | 4 | H. Bolger, Arklow | | Arklow, for fishing | | Ballast | Total | 4 | N.E. 6 | Supposed 1 mile S. of Arklow Harbour. | |
| 13 Nov. | William Nelson, 10 years. | Dundalk | Ll. cont. 7.73, 3 A 1, 1.74. | Brigantine, W. | 177 | 6 | O. Jones | J. Oakes, Dundalk. | Irvine | Dundalk | Coal, 1 passenger. | Total | 2 (1 pass. 1 crew.) | S.E. 8 | Dundalk Bay | See page 222. |
| 14 Nov. | Marie Jeanne, 7 years | France | - - - | Brigantine, W. | 168 | 5 | — Leroux, Tandonnet, Bordeaux | | Middlesboro' | Nantes | Pig iron | Total | 2 | N. 9 | Barmston Drain, near Ulrome, Yorkshire. | |
| 18 Nov. | Friends, 34 years | Goole | - - - | Sloop, W. | 37 | 3 | W. Mopplebeck | J. Ellis, Goole | Grangemouth | Keadby-on-Trent. | Coal | Total | 3 | N. 10 | Off Donna Nook, Lincolnshire. | |
| 19 Nov. | Elizabeth, 35 years | Whitby | - - - | Brig, W. | 168 | 6 | A. Gatenby | T. Turnbull, Whitby. | Amble | Rouen | Coal | Total | 5 | N.N.E. 12 | Salthouse Beach, Norfolk | See page 182. |
| 19 Nov. | Olive Leaf, 7 years | Hartlepool | - - - | Pilot boat, W. | 4 | 3 | C. Hood | H. Hood, Seaton Carew. | Seaham | Hartlepool | Ballast | Total | 3 | N. 12 | Behind Hartlepool Pier. | |
| 19 Nov. | Wild Wave, 12 years | Sunderland | - - - | Schooner, W. | 98 | 5 | T. Raw | J. Candlish, Sunderland. | Seaham | London | Bottles | Total | 2 | N.N.E. 10 | Caistor Beach, Norfolk | See page 221. |
| 20 Nov. | Rapid, 28 years | Boston | - - - | Schooner, W. | 65 | 3 | Unknown | T. E. Smith, Louth. | London | Newcastle | Scrap iron, &c. | Total | 3 | N. by E. 9 | Aldborough, Yorks. | |
| Suppd. 20 Nov. | Quest, 7 years | Kirkcaldy | - - - | Lugger, W. | 15 | 7 | D. Allan, St. Monance | | Lowestoft | St. Monance | Ballast | Total | 7 | N.E. 10 | Stiffkey, Norfolk. | |
| Suppd. 20 Nov. | Thane, 3 years | Kirkcaldy | - - - | Lugger, W. | 20 | 7 | T. Fyall, St. Monance | | Lowestoft | St. Monance | Ballast | Total | 7 | N.E. 10 | Daseley Sand, Lynn Deeps. | |
| 21 Nov. | British Lion, 8 years | Lowestoft | - - - | Dandy, W. | 56 | 5 | G. Miller | T. Bennett, Lowestoft. | Lowestoft, for fishing | | Ballast | Total | 5 | N.E. 6 | Barnard Sand, Suffolk. | |
| 28 Nov. | Flora, 4 years | Germany | Ver. 3/3, A 1., for 11 years, 3.71. | Brigantine, W. | 245 | 8 | Unknown | J. H. Hustede & Co., Elsfleth. | Bremerhaven | Trinidad | General | Partial | 1 | E. 9 | Near the mouth of the River Blackwater, Essex. | |

* Belonging to two British smacks which had gone to render assistance to the Gogstads Minde.

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | Berwick. | |
| 5 Dec. | Magic, 9 years | Liverpool | Ll. cont. 5.74, 5 A 1, 7.74. | Brigantine, W. | 180 | 8 | W. Jones | E. Hughes, Newcastle. | Newcastle | Lisbon | Coal, &c. | Total | 8 | N.E. 10 | Cross Sand, Norfolk. | |
| 5 Dec. | X. L., 27 years | Goole | - - - | Schooner, W. | 73 | 4 | H. Marshall | J, Bannister, Goole. | Goole | Gravesend | Coal | Total | 2 | E.N.E. 8 | Winterton, Norfolk | See page 223. |
| 6 Dec. | Deutschland, 9 years | Germany | - - - | S. S., I. | 1,627 | 102 | —Brickenstein | North German Lloyd's, Bremen. | Bremerhaven | New York | General, 113 passengers. | Total | 60 (44 pass.) (16 crew) | E. 7 | Kentish Knock, off the coast of Essex. | |
| 6 Dec. | Speculator, 17 years | Newcastle | Ll. Æ 1, 12.74 | Barque, W. | 364 | 10 | — Bruce | J. Watson, Newcastle. | S. Shields | Genoa | Coal & coke. | Total | 5 | E. 7 | Hasborough Sand | See page 214. |
| 1876. 2 Jan. | Ellen, 35 years | Beaumaris | - - - | Schooner, W. | 61 | 3 | R. Pritchard | R. Owens, Llandegfen, Anglesea. | Newry | Bangor | Ballast | Partial | 1 | S. 9 | Dundrum Bay, co. Down | |
| 20 Jan. | Amelia, New | Glasgow | Ll. 100 A 1, 11.75 | S. S., I. | 379 | 18 | F. Campbell | H. Seligman, Glasgow. | Glasgow | Dunkirk | General | Partial | 1 | W. 2 | East India Wharf, Greenock | See page 166. |
| 21 Jan. | Jeanne Robert, 1 year | France | - - - | Schooner, W. | About 100 | | - - - | F. Le Serv, Portrieu. | Newport | Bordeaux | Coal | Total | 3 | N.E. 9 | Lundy Island. | |
| 15 Feb. | Jenny Armstrong, 7 years. | St. John, N.B. | Ll. A 1, 8 years, 2.74. | Barque, W. | 331 | 8 | W. Gray | J. Armstrong, St. John, N.B. | Philadelphia | Gloucester | Wheat | Partial | 1 | W.S.W. 5 | Outside Queenstown Harbour. | |
| 17 Feb. | Joseph Howe, 9 years | London | - - - | Brigantine, W. | 354 | 8 | W. Templeton | S. Hill, Island Magee, co. Antrim. | Minititlan | Queenstown, for orders. | Mahogany. | Total | 2 | S.W. 6 | Bear Island, co. Cork | See page 196. |
| About 27 Feb. | Reverie, 10 years | Guernsey | Ll. 5 A 1., cont. 10.74, 6.75. | Cutter, W. | 54 | 5 | — Renouf | M. Gee, St. Brieux. | Cardiff | Bréhat | Coal | Total | 5 | — | Drifted ashore in Burry Inlet, Carmarthen Bay. | |
| 29 Feb. | Glenaray, 6 years | Glasgow | Ll. *A A 1, 4.75 | Barque, I. | 661 | 17 | J. Darg | Spence, Bros., Melbourne. | Port Adelaide | London | General | Total | 1 | S.W. 4 | Blackgang Chine Beach, Isle of Wight. | See page 187. |
| 4 Mar. | Iona, 21 years | Belfast | Ll. A 1, 5.74 | Schooner, W. | 56 | 4 | James Gilmour | Joseph Gilmour, Ballywater, co. Down. | Bridgwater | Liverpool | Bath bricks, &c. | Total | 1 | W. 8 | Crosby Beach, River Mersey. | |
| About 6 Mar. | Eliza Edwards, 37 years. | Youghal | - - - | Brigantine, W. | 111 | 6 | W. Flavin | M. Fleming, Youghal. | Youghal | Bridgwater | Oats | Total | 6 | — | Supposed on the Scarweather Sand, Bristol Channel. | |
| 7 Mar. | Camelford, 15 years | Liverpool | Ll. 8 A 1, cont., 6.74, 7.74. | Brigantine, W. | 161 | 7 | R. Woolgar | C. Robson, Southampton. | Cardiff | St. Lucia | Coal | Total | 1 | N.W. 8 | Entrance to Padstow Harbour. | |
| 18 Mar. | Isabel, 6 years | France | Ver. III. 3/3, G. 1.1., 3.70, 10.75. | S. S., I. | 197 | 14 | — Begaud | H. Saunion, La Rochelle. | St. Vaast | Swansea | Ballast | Total | 14 | N. 9 | St. Ives Head, Cornwall. | |
| 3 April | Gladstone, 9 years | Holland | - - - | Barque, W. | 267 | 9 | J. Poldenburgher. | Posthumus & Co., Harlingen. | Liverpool | Memel | Salt | Total | 3 | S.W. 5 | Burrow Rock, Calf of Man. | |
| 10 April | Tobina, 19 years | Holland | Ver. 5/6, 1. 1., for 4 years, from 3.74. | Schooner, W. | 135 | 7 | H. B. Wortelboer. | P. P. Kolk, Oude Pekela, Holland. | Sunderland | Blaye | Coal | Total | 2 | S.W. 5 | Roar Bank, Kent. | |
| 11 April | Wyre, 19 years | Fleetwood | - - - | Schooner, W. | 65 | 3 | R. Breckell | J. Kirby, Freckleton, Lancashire. | Carlingford | Fleetwood | Stone | Partial | 1 | N.N.W. 7 | Horse Bank, River Ribble, Lancashire. | |
| 13 April | Cygnet, 35 years | Great Yarmouth. | - - - | Brigantine, W. | 103 | 5 | J. Boyce, Yarmouth | | Antwerp | Newcastle | Slate | Total | 5 | E.N.E. 8 | Supposed on the Bride Girdle Sand, off Brancaster, Norfolk. | |
| 14 April | Alabama, 12 years | Goole | Ll. 12 years, A 1 | Schooner, W. | 84 | 4 | F. Prentice | C. Kilner, Thornhill Lees, Yorkshire. | Goole | Hull | Cement | Total | 2 | E.N.E. 8 | Woolpack Sand, off Lynn Deeps. | |
| 14 April | Don Antonio, 15 years. | Portugal | Ll. 100 A 1 | S. S., I. | 1,109 | 39 | M. D. Pincheiro | Bailey & Leetham, Hull. | Lisbon | Hull | General, 4 passrs. | Partial | 1 crew. | N.E. 10 | Chapel, Lincolnshire. | |
| 14 April | Dutchess of Kent, 39 years. | Maldon | - - - | Schooner, W. | 123 | 6 | W. Hardy | S. Hawkes, Maldon, Essex. | London | The Tyne | Chalk | Total | 6 | E.N.E. 9 | Saltfleet, Lincolnshire. | |

## (2) STRANDINGS—*cont.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. 14 April | Mary M. Francis, 7 years. | U.S.A. | Ver. 3/3, A 1. 1., for 7 years, from 10.69. | Brigantine, W. | 431 | 9 | B. Francis | N. L M'Cready, New York. | Portland, Maine. | Leith | Peas | Total | 4 | N.E. 9 | Dudgeon Sand, North Sea. | |
| 14 April | Miss Nightingale, 20 years. | Portsmouth | - - - | Brigantine, W. | 179 | 7 | C. Gill | C. Byerley, Landport. | Sunderland | Portsmouth | Coal | Total | 7 | N.E. 9 | At the entrance to the River Humber. | |
| Suppd. 14 April | Victory, 16 years | Liverpool | Ll. * A a 1, 5.75 | Ship, I. | 1,199 | 25 and pilot. | D. Jones | C. Pierce, Menai Bridge, N. Wales. | Shields | San Francisco | Coal | Total | 26 | N.E. 9 | Supposed near Spurn Point. | |
| 3 May | Calcium, 6 years | Kirkcaldy | Ll. 80 A, 5.73. Liv. 16 years, Red, 5.73. | S. S., I. | 140 | 10 | J. Hogg | Kirkcaldy & London Stm. Navigation Co., Kirkcaldy. | Middlesboro' | Leith | Iron | Total | 3 | S.S.E. 4 | Goldstone Rock, Fern Islands. | See page 173. |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL - | 60 | 25 | 7 | 13,052 | 556 | 120 | 676 | 47 | 13 | — | 52 | 8 | 325 | 12 |

## (3) COLLISIONS.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Name and Port of colliding Vessel. | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 1 July | Lizzie Scallan, 8 years. | Dublin | - - - | Schooner, W. | 112 | 4 | M. Kavanagh | M. Scallan, Dublin. | Barrow | Cardiff | Iron ore | S.S. Erin, of Liverpool. | Total | 2 | Calm | About 24 miles southward of the South Arklow Lightship. | |
| 10 July | Heiress, 47 years | Teignmouth | - - - | 3-masted schooner, W. | 100 | 6 | W. Harris | A. Owen, Teignmouth. | London | Newcastle | Burnt ore | Swedish barque Hebe. | Total | 1 | N.W. 8 | About 3 miles S. of the Newarp Sand. | |
| 26 July | Fortitude, 2 years | Buckhaven | - - - | Smack, W. | 12 | 6 | T. Deas, Buckhaven | | The Tyne, for fishing | | Ballast | Elizabeth and Christine, of Buckhaven. | Partial | 1 | S. 2 | 25 miles E.N.E. of Tynemouth Castle. | |
| 6 Aug. | Enrica, 23 years | Italy | - - - | Barque, W. | 321 | 12 | A. Guagnino | F. Corsi, Genoa | Magazan | Falmouth (for orders). | Beans | Samuel Plimsoll, of Aberdeen. | Total | 3 (2 crew 1 pilot.) | N.N.E. 3 | About 24 miles W. by S. of the Lizard. | |
| 8 Aug. | Mistletoe, 15 years | Portsmouth | - - - | Schooner, W. | 50 | 10 | T. Stokes | E. S. Heywood, Manchester. | Ryde, cruizing | | Ballast, 3 passgrs. | H.M. steam yacht Alberta. | Total | 3 (1 pass.) (2 crew) | S.S.W. 4 | About 2½ miles S.S.W. of Stokes Bay Pier, Spithead. | |
| 11 Aug. | Janet Shennan, 25 years. | Ipswich | - - - | Schooner, W. | 85 | 5 | G. Armstrong | S. J. Amos, Woodbridge. | Poole | Newcastle | Nitre cake. | George Smeed, of Rochester. | Total | 5 | S.W. by W. 4 | Off Scarborough. | |
| 12 Aug. | S. M. C., 8 years | Padstow | - - - | Schooner, W. | 84 | 6 | S. Trethaway | N. Lewarne, St. Columb Minor. | Glasgow | Southampton | Fireclay, bricks, & pipes. | S.S. Flying Squall, of Glasgow. | Total | 3 | E.N.E. 4 | About 3 miles off the Cumbrae Heads, Firth of Clyde. | See page 185. |
| 31 Aug. | Second Adventure, 48 years. | Lynn | - - - | Dandy, W. | 22 | 2 | S. Woodhouse | W. Allen, Thornham, Norfolk. | Thornham | Newcastle | Salt | S.S. Glannibanta, of Sunderland | Total | 2 | S.W. 1 | The mouth of the River Tyne. | See page 187. |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Red, 9.76. | | | | | and North-Western Railway Co. | | | 40 passrs. | Sutherland, of London. | | | | | |
| 22 Sept. | Bucephalus, 21 years | St. John, N.B. | - - - | Barque, W. | 1,137 | 20 | P. Marr - | J. Thompson, Tyne Dock. | Cabes - - | Shields - | Lead and grass. | Unknown brig | Partial - | 1 | E.S.E. 5 | Off the North Sand Head Lightship of the Goodwin. | |
| 25 Sept. | King Oscar II., 2 years. | Sweden - | Ver. II. 3/3, L. 1. 1., from 5.73, 6.75. | S. S., I. | 759 | 21 | L. A. Jacobsen | A. Aktiebolaget, Helsingborg. | Grimsby - | Malmo - | Coal - | German S.S. Adler. | Total - | 11 | N.W. 6 | About 10 miles S.E. of Dimlington, Yorkshire. | |
| 29 Sept. | Orion (bar light-ship), unknown. | Liverpool - | - - - | - - - | — | 8 | C. Sloggett - | Mersey Dock and Harbour Board. | At moorings | | Ballast - | Cartvale, of Glasgow. | Partial - | 1 | N.W. 8 | Liverpool Bay. | |
| 24 Oct. | William Rawcliffe, 8 years. | Lancaster - | - - - | Schooner, W. | 64 | 2 | H. Robinson - | W. Postlethwaite, Millom, Cumberland, and others. | Whitehaven - | London - | Iron ore | S.S. Balbec, of Glasgow. | Total - | 1 | S. 2 | Close to the Crosby Lightship, River Mersey. | See page 170. |
| 7 Nov. | Nil Desperandum, 4 years. | Goole - - | Ll. 10 A 1, 3.71 - | Ketch, W. | 71 | 4 | T. Garner - | J. Robinson Goole. | The Tyne - | Dunkirk - | General | Norwegian ship Kepha. | Total - | 1 | W.N.W. 7 | About 8 miles S.W. of the Kentish Knock. | |
| 19 Nov. | Caroline Brown, 22 years. | Exeter - - | - - - | Schooner, W. | 99 | 5 | C. Breading - | E. Prothero, Exeter. | London - | Grimsby - | Niger seed | Alert, of Harwich. | Total - | 1 | N. 7 | Yarmouth Roads. | |
| 2 Dec. | Shamrock, unknown | Plymouth - | - - - | Dandy, W. | 5 | 3 | A. Gover, Plymouth | | Plymouth, for fishing | | Ballast - | Frederick, of Goole. | Total - | 3 | N.N.E. 5 | About 4 miles S. ½ E. of Stoke Point, S. coast of Devon. | |
| 6 Dec. | Falke, 18 years - | Norway - | - - - | Brig, W. | 264 | 9 | A. Hansen - | M. Bolt, Sandifiord, Norway. | Dublin - - | Frederickstadt. | Ballast - | Lalla Rookh, of St. John, N.B. | Total - | 1 | N.E. 5 | 26 miles S.W. of Portland. | |
| 23 Dec. | Toverüüs, 1 year - | Russia - - | Ver. 3/3, G. 1. 1., for 6 years, from 6.74. | Barque, W. | 476 | 12 | — Malmqvist | R. Jansson, Pargas. | The Clyde - | Unknown - | Coal and iron. | S.S. Clutha, of Glasgow. | Total - | 2 | W. 9 | About 300 yards S.W. of the Beacon Buoy, of the Skelmorlie Bank, Firth of Clyde. | See page 176. |
| 30 Dec. | Dante, 1 year - | London - | Ll. 90 A 1, 12.75 | S. S., I. | 1,137 | 30 | J. Buchanan - | Glover, Bros., London. | Liverpool - | Bombay - | General | Norwegian barque Grönsvoer. | Total - | 22 | S.W. 6 | 20 miles S. of Tuscar Rock. | See page 179. |
| 31 Dec. | Emily, 3 years - - | Plymouth - | - - - | Cutter, W. | 5 | 3 | R. Charlick, Plymouth | | Plymouth, for cruizing | | Ballast - | Euterpe, of London. | Total - | 1 | S. 6 | Off Plymouth Breakwater. | |
| 31 Dec. | Harvest Queen, 21 years. | U.S.A. - | - - - | Ship, W. | 1,625 | 27 | H. Janssen - | Marshall & Co., New York. | San Francisco | Liverpool - | Wheat - | S.S. Adriatic, of Liverpool. | Total - | 27 | S.S.W. 9 | Off the Hook Light, Waterford. | See page 165. |
| 1876. 7 Jan. | I. Mille, 13 years - | Italy - - | - - - | Barque, W. | 376 | 12 | G. Burlando - | G. Marchesani, Genoa. | Marianople - | Falmouth (for orders). | Wheat - | S.S. City of Brooklyn, of Liverpool. | Total - | 3 | S.E. 5 | 25 miles E. of the Fastnet Rock. | |
| 7 Jan. | Valentino, 1 year - | London - | Ll. 90 A 1, 7.75 - | S. S., I. | 311 | 13 | Unknown - | O. Robinson, Bromley. | Bordeaux - | Swansea - | Pit wood, 1 passgr. | French brig Providence. | Partial - | 1 (The Master.) | E. 5 | 14 miles off the Lizard. | |
| 28 Jan. | David and Ann, 6 years. | Not registered | - - - | Lugger, W. | 4 | 5 | D. Shepherd, Auchmithie, Forfar. | | Arbroath, for fishing | | Ballast - | S.S. Queen, of Aberdeen. | Total - | 1 | S.W. 2 | 7 miles N.E. by N. of the Bell Rock Lighthouse, North Sea. | See page 207. |
| 16 Feb. | John Pegg, 18 years | Carnarvon - | Ll. 5 A 1, restd. 75, 6.75. | Schooner, W. | 97 | 5 | R. Williams - | J. Jones, Dinas | Portmadoc - | London - | Slate - | S.S. Finchale, of Sunderland. | Total - | 5 | S.W. 4 | 1 mile N. ¼ W. of the Nore. | See page 185. |
| 16 Feb. | Unknown - - | - - - | - - - | Galliot | About 120 | Unk., say 5 | - - - | - - - | - - - | - - - | Unknown | S.S. Ann Webster, of London. | Total - | Suppd. 5 | S.W. 5 | 17 miles E. by S. of the Spurn Light. | |
| 17 Feb. | Strathclyde, 5 years | Glasgow - | Ll. 100 A 1, 6.75 | S. S., I. | 1,255 | 47 | J. Eaton - | Burrill and McLaren, Glasgow. | London - | Bombay - | General, 25 passrs. | German S.S. Franconia. | Total - | 39 (22 passrs. 17 crew.) | W. 6 | Off Dover. | |
| 22 Feb. | Hero, 15 years - | Faversham - | - - - | Brigantine, W. | 186 | 6 | W. Goodwin - | T. Gann, Whitstable. | Shields - | Plymouth - | Coal - | Belgian S.S. Switzerland. | Total - | 4 | W.S.W. 6 | 4 miles off Folkestone. | |
| 9 Mar. | Express, 26 years - | London - | - - - | Smack, W. | 58 | 11 | T. Baker | T. P. Fisher, Greenwich. | London, for fishing | | Ballast - | S.S. Wansbeck, of London. | Total - | 1 | S.W. by W. 6 | Off the Maplin Light, River Thames. | See page 221. |
| 13 Mar. | France, 18 years - | France - | Ver. 5/6, G. 2. 1., 3 years, 3.75. | Barque, W. | 212 | 8 | — Richard, St. Servan | | Swansea - | Honfleur - | Patent fuel. | Eliza B., of Faversham. | Total - | 1 | W. 6 | 3 miles S.E. by E. of Helwick Lightship, Glamorganshire. | |
| 20 Mar. | Corsair, 12 years - | Bristol - | Ll. A B 1, 9.73 - | S. S., I. | 179 | 12 | W. Reed - | Turner, Edwards, & Co., Bristol. | Newport - | Charente - | Coal - | S.S. Solent, of Southampton. | Total - | 4 | N. 4 | 7 miles W. by N. of Morte Point, Devonshire. | |
| 4 April | Elizabeth, 12 years - | Goole - - | - - - | Ketch, W. | 51 | 3 | E. Hartley, Knottingley, Yorkshire. | | London - | Gainsborough | Superphosphate. | Elijah Packer, of Portsmouth. | Partial - | 1 | E.N.E. 10 | About 10 miles S.E. by S. of the Spurn Lightship. | |

## (3) Collisions—*cont.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel. & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Name and Port of colliding vessel. | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. 11 May | Alice Hawthorn 14 years. | London - | - - - | Barge, W. | 34 | 2 | W. Tylor - | E. Hawthorn, London. | London - | Rochester - | Breeze, 1 passgr. | S.S. St. Lawrence, of London. | Partial - | 1 The master. | E. 3 | Gravesend Reach. | |
| 11 June | Pearl of Days, 15 years. | London - | - - - | Schooner, W. | 84 | 5 | W. Galzey - | L. Freeman, Waterford. | Cardiff - | Waterford - | Coal - | Spanish S.S. Leon. | Total - | 5 | S.W. 4 | Off the Smalls, Irish Sea. | |
| 29 June | Malakoff, 11 years - | France - - | - - - | Sloop, W. | 48 | 4 | Unknown | | Neath - - | Hourdel - | Coal - | G. A. Coonan, of Ardrossan. | Total - | 1 | S.E. 5 | Between Hartland Point and Lundy Island. | |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on Board. | Laden. | Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - - | 35 | 10 | 6 | 9,885 | 361 | 70 | 431 | 26 | 8 | 1 | 29 | 6 | 166 | 10 |

## (4) CASUALTIES FROM OTHER CAUSES.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 15 July | Bolton - - | - - - | - - - | Lifeboat, W. | — | 14 | National Lifeboat Institution | | Kessingland, to assist a schooner in distress. | | - - | Capsized; partial | 1 | E. 6 | Kessingland Beach, Suffolk. | |
| 24 July (supp.) | Janet, 3 years - | Kirkwall - | - - - | Smack, W. | 1 | 2 | J. Foulis, Kirkwall | | Stronsay - | Kirkwall - | Ballast - | Supposed to have capsized; partial. | 2 | — | Stronsay Firth, Orkney Islands. | |
| 26 Aug. | Miranda, 7 years - | Hull - | Liv. 18 yrs., Red, 10.75. | S. S., I. | 865 | 23 | W. von Deurs | E. Leetham, Hull. | Newport - | Kiel - | Coal - | Explosion of coal gas; partial. | 1 | W. 3 | Off St. Ives, Cornwall - | See page 202. |
| 27 Sept. | No. 1 Lifeboat - | Liverpool - | - - - | Lugger | — | 15 | J. Martin - | Mersey Dock & Harbour Board. | Liverpool, to "Ellen Southard" in distress. | | 17 shipwrecked persons. | Capsized; partial | 12* | N.W. 9 | Queen's Channel, River Mersey. | See page 182. |
| 2 Oct. | Robert, 10 years - | Maldon - | - - - | Barge, W. | 50 | 6 | R. Mortlock - | W. C. Murrell, London. | Maldon - - | St. Osyth - | Ballast. | Capsizing of boat; partial. | 4 | W.N.W. 6 | Off St. Osyth Beach, near Brightlingsea. | |
| 16 Oct. | Beverley, 7 years - | London - | Liv. 16 yrs., Red, 10.68. | S. S., I. | 474 | 14 | T. J. Whitehead. | E. J. Hough, London. | Revel - | Dundee - | Flax and codilla. | Loss of bulwarks, &c.; partial. | 1 | E. 6 | Entrance to the River Tay. | |
| 6 Nov. | Two Brothers, 54 years. | Woodbridge | - - - | Smack, W. | 24 | 8 | E. Parnell - | E. Coe, Aldeburgh. | Aldeburgh, for fishing | | Ballast - | Loss of boat, &c.; partial. | 4 | W.N.W. 11 | 8 miles off Dunwich, Suffolk. | |
| 13 Nov. | Gesina Mensinga, 20 years. | Sweden - | - - - | Schooner, W. | 103 | 6 | C. M. Mattson | H. Soederburg, Landskrona. | Lulea - | Louvain - | Timber | Loss of deck load, &c.; partial. | 2 | E.S.E. 10 | 3 miles S. of the Isle of May, Firth of Forth. | |
| 14 Nov. | Agnes, 30 years - | Carnarvon - | Ll. Æ 1, 11.75 - | Schooner, W. | 94 | 6 | R. Humphreys | R. Jones, Portmadoc. | Portmadoc - | Hamburg - | Slates - | Loss of spars, &c.; partial. | 1 | W.S.W. 11 | Off Beachy Head. | |
| 19 Nov. | Richmond, 4 years | London - | Liv. 18 yrs., Red, 1.76. | S. S., I. | 769 | 22 | T. Meggison - | Watts, Milburn, & Co., London. | Newcastle - | London - | Coal - | Decks swept by a heavy sea; partial. | 2 | N.E. 11 | About 12 miles E. of Whitby. | |

| Date | Name and Age of Vessel | Port of Registry, if British | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas | Description of Vessel, & whether Iron or Wood | Tons | Crew | Name of Master | Name of Owner | Port sailed from | Port bound to | Cargo and No. of Passengers (if any) | No. of Lives Lost | Wind | Place of Casualty | Result of Inquiry (if any) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 Nov. | Palmers, 13 years | Lowestoft | - - - | Schooner, W. | 73 | 4 | R. Holmes | W. Starling, Blakeney. | Shields | Blakeney | Coal | 1 | N.N.W. 8 | About 6 miles off Scarborough. | |
| 19 Nov. | Salem, 35 years | Lowestoft | - - - | Dandy, W. | 23 | 10 | J. Hest | J. Hall, Lowestoft. | Lowestoft, for fishing | | Ballast | 1 | N.N.W. 10 | About 14 miles S.E. of Lowestoft. | |
| 19 Nov. (supp.) | Beautiful Star, New. | Kirkcaldy | - - - | Yawl, W. | 17 | 7 | J. Paterson, St. Monance, Fifeshire. | | Yarmouth | St. Monance | Ballast | 7 | — | Found about 5 miles E. of Trusthorpe, Lincolnshire. | |
| 20 Nov. | William, 36 years | Yarmouth | - - - | Sloop, W. | 54 | 3 | W. Appleby | G. Lester, Stoke-upon-Trent. | Newcastle | London | Bricks | 1 | N.N.E. 11 | About 10 miles N.E. of the Dudgeon Light, North Sea. | |
| 23 Nov. | Amity, 3 years | Grimsby | - - - | Dandy, W. | 66 | 10 | G. Brishlair | A. I. Blake, Grimsby. | Grimsby, for fishing | | Ballast | 1 | E. 8 | Near Sand Haile, Lincolnshire. | |
| 11 Dec. | Syren, 19 years | Dumfries | - - - | Schooner, W. | 50 | 3 | R. Lomas, Annan | | Duddon | Annan | Slate | 1 | N.N.W. 6 | Loss of mainboom, &c.; partial. | 14 miles W. of Ravenglass, Cumberland. |
| 23 Dec. | Rhoda, 11 years | Quebec | - - - | Ship, W. | 1,121 | 22 | R. Legg | G. Toley, Quebec. | Cardiff | Rio Janeiro | Coal | 2 | W.S.W. 9 | Struck by a heavy sea; partial. | 5 miles N.W. of the South Stack Lighthouse. |
| 1876. 27 Jan. | Confidence, unknown. | Not registd. | - - - | Lugger, W. | 2 | 6 | D. Sutherland, Lybster | | Clyth, for fishing | | Ballast | 6 | Squally | Capsized; partial | Near Clythness Point, Caithness. |
| 13 Mar. | Elvira, 44 years | Sunderland | - - - | Snow, W. | 224 | 7 | W. Brown | T. Hutton, Sunderland. | Sunderland | London | Coal | 1 | W.N.W. 8 | Capsizing of boat; partial. | Mucking Flats, River Thames. |
| 11 April | Ann, 6 years | Inverness | - - - | Lugger, W. | Abt. 5 | 8 | W. Campbell, Lossiemouth | | Lossiemouth, for fishing | | Ballast | 1 | N.E. 8 | Struck by a heavy sea; partial. | About 15 miles N. by E. of Cullen, co. Banff. |
| 14 April | Hopewell, 43 years | Goole | - - - | Ketch, W. | 59 | 3 | R. Alcock | T. Bower, Hunslet, near Leeds, Yorkshire. | London | Grimsby | Linseed | 1 | N.E. 8 | Loss of bulwarks, &c.; partial. | Lynn Well. |
| 15 June | Princess, 4 years | Cardiff | - - - | S. tug, W. | 19 | 6 | — James | W. H. Martin, Cardiff. | Cardiff, cruizing | | Ballast | 2 | S.W. 5 | Explosion of boiler; total. | 7 miles E. of Lundy Island. |
| 24 June | Fiona, 10 years | Greenock | - - - | Cutter, W. | 47 | 14 | J. Houston | E. Boutcher, London. | Dover, for yachting | | Ballast, 6 pasgrs. | 1 (crew) | N.E. 6 | Topmast carried away; partial. | Near the South Sand Head Light-vessel, Goodwin Sands. |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL - | 23 | 4 | 3 | 4,140 | 219 | 23 | 242 | 11 | 12 | — | 1 | 22 | 56 | 2 |

## (5) MISSING VESSELS.

The following Vessels reported as missing were bound from one port to another port in the United Kingdom; for other Missing Vessels *see* Table 43.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1873. — | Sarah, 31 years | Carnarvon | - - - | Sloop, W. | 23 | 2 | — Roberts | W. Thomas, Aberdovey. | Redwharf | Lancaster | Oats | 2 | — | Not heard of since sailing on 24th Feb. 1873. | |
| 1874. — | Ann, 26 years | Banff | - - - | Schooner, W. | 83 | 4 | — Mackenzie | — Matheson, Inverness. | Sunderland | Lossiemouth | Coal | 4 | — | Not heard of since sailing on 1st Oct. 1874. | |
| 1875. — | Hengist, 21 years | Southampton | - - - | Ketch, W. | 54 | 3 | H. Harris | G. Brown, Cowes | Portland | Plymouth | Stone | 3 | — | Not heard of since sailing on 10th March 1875. | |

(5) MISSING VESSELS—*cont.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | | | | | | | | | |
| — | Village Maid, 24 years. | Carnarvon | - - - | Schooner, W. | 90 | 4 | - - - | E. Thomas, Llanfair, Carnarvon. | Duddon | Saltney | Iron ore | 4 | — | Not heard of since sailing on 28th Aug. 1875. Boat picked up off the Mersey. | |
| — | William and Ann, 23 years. | Ramsgate | - - - | Smack, W. | 32 | 5 | J. Hammond, Lowestoft | | Dover, for fishing | | Ballast | 5 | — | Spoken near the Varne Sand on 31st Aug. 1875, and has not since been heard of. | |
| — | Hebe, 18 years | Greenock | Ll. Æ 1, 2.74 | Schooner, W. | 89 | 4 | J. Kane | W. Miller, Greenock. | Dublin | Glasgow | Sulphur ore | 4 | — | Not heard of since sailing on 25th Sept. 1875. | |
| — | March, 9 years | Liverpool | - - - | Schooner, W. | 65 | 2 | J. Gandy | G. Cross, Winsford, Cheshire. | Kingstown | Runcorn | Copper | 2 | — | Not heard of since sailing on 25th Sept. 1875. | |
| — | Fidelity, 19 years | Goole | - - - | Schooner, W. | 68 | 4 | J. Thompson | J. Crabtree, Knottingley, Yorkshire. | Lynn | Invergordon | Coprolites | 4 | — | Last seen off Grimsby on 15th Oct. 1875. | |
| — | William, 34 years | Hayle | - - - | Schooner, W. | 91 | 5 | W. P. Chard, St. Ives | | Swansea | Hayle | Coal and cinders | 5 | — | Not heard of since sailing on 12th Nov. 1875. | |
| — | Caerwys Castle, 15 years. | Chester | - - - | Schooner, W. | 58 | 3 | R. Foulkes | J. Hughes, Holywell. | Laxey, I. of Man | Saltney | Blende ore, 1 passenger. | 4 (1 pass.) (3 crew) | — | Not heard of since sailing on 13th Nov. 1875. | |
| — | Cathrine, 25 years | Greenock | - - - | Smack, W. | 40 | 3 | R. Innes | N. Shearer, Gourock. | Paisley | Belfast | Fireclay goods | 3 | — | Last seen off the Cumbraes on 13th Nov. 1875. | |
| — | Cilicia, 15 years | Padstow | - - - | Schooner, W. | 90 | 5 | H. Bastard | J. Stroat, Padstow | Neath | Plymouth | Coal | 5 | — | Last seen off Land's End on 13th Nov. 1875. | |
| — | Goldfinder, 29 years. | Belfast | - - - | Schooner, W. | 77 | 5 | H. McCollum | T. McVeagh, Belfast. | Ayr | Belfast | Coal | 5 | — | Not heard of since sailing on 13th Nov. 1875. | See page 188. |
| — | Aid, 20 years | Whitby | - - - | Brig, W. | 181 | 6 | P. Campion | I. Seymour, Whitby. | Shields | London | Coal | 6 | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Henriette, 13 years | Lynn | - - - | Ketch, W. | 49 | 3 | W. Adams, Gt. Yarmouth | | Sunderland | Yarmouth | Coal | 3 | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Janet Anderson, 2 years. | Kirkcaldy | - - - | Lugger, W. | 17 | 7 | J. Murray | Cellardyke | Lowestoft | Anstruther | Ballast | 7 | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Lady Buller, 33 years. | Goole | Ll. rest. 73, 5 A 1, 11.75. | Schooner, W. | 75 | 4 | R. Blackburn | J. Robinson, Goole | London | Goole | Pig iron | 4 | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Leading Star, 19 years. | Folkestone | - - - | Brig, W. | 210 | 8 | T. W. Stanley | R. Page, Folkestone | Shields | Folkestone | Coal | 8 | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Nelly, 7 years | Maldon | Ll. 8 A 1, 8.72 | Ketch, W. | 80 | 4 | D. Moull | G. Green, Stowmaries, Essex. | Sunderland | London | Bottles | 4 | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Ocean Spray, 18 years. | Goole | - - - | Ketch, W. | 58 | 3 | S. Key | J. Robinson, Goole. | N. Shields | Shoreham | Barley, 2 passengers. | 5 (2 pass.) (3 crew) | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Vigilant, 1 year | Kirkcaldy | - - - | Lugger, W. | 17 | 6 | R. Stewart, Cellardyke | | Lowestoft | Anstruther | Ballast | 6 | — | Not heard of since sailing on 19th Nov. 1875. | |
| — | Whitby, 34 years | Whitby | - - - | Schooner, W. | 84 | 5 | R. Butcher, Orford | | Hartlepool | Colchester | Coal | 5 | — | Not heard of since sailing on 20th Nov. 1875. | |
| — | Ariantas, 14 years | London | - - - | Schooner, W. | 185 | 6 | T. Mastin | C. Hart, Woolwich | Tyne Dock | London | Coal, 1 passenger. | 7 (1 pass.) (6 crew) | — | Not heard of since sailing on 21st Dec. 1875. | |
| — | Chance, 8 years | Boston | - - - | Ketch, W. | 59 | 4 | J. Dennett | J. Perry, Ramsgate | Sunderland | Broadstairs | Coal | 4 | — | Not heard of since sailing on 21st Dec. 1875. | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. — | Rescue, 20 years | Glasgow | Smack, W. | 49 | 3 | A. McPhedran | J. McPhedran, Glasgow. | Easdale | Glasgow | Slates | 3 | — | Last seen off Mull of Cantyre on 10th Feb. 1876. | |
| — | Barbara, 46 years | Sunderland | Brig, W. | 183 | 6 | J. Robinson | G. Robinson, Bishopwearmouth. | Seaham | London | Coal | 6 | — | Last seen in Yarmouth Roads on 12th March 1876. | See page 170. |
| — | William and Ann, 50 years. | Penzance | Schooner, W. | 55 | 4 | W. Hewitt, Penzance | | Milford | Hayle | Culm | 4 | — | Not heard of since sailing on 18th March 1876. | |
| — | Kathleen, 16 years | Lynn | Schooner, W. | 55 | 4 | R. Chappel | G. Holditch, Lynn | Poole | Goole | Pipeclay | 4 | — | Not heard of since sailing on 3rd April 1876; boat, &c. picked up in Boston Deeps on 15th April 1876. | |
| — | Sabina, 35 years | Fowey | Schooner, W. | 96 | 5 | J. Tucker, Fowey | | Fowey | Newcastle | China stone | 5 | — | Passed through the Downs on 9th April 1876, and not heard of since. | |
| — | David Main, 6 years. | Not registered | Lugger, W. | 14 | 8 | W. Smith | W. Reid, Lossiemouth. | Lossiemouth, for fishing | | Ballast | 8 | — | Not heard of since sailing on 10th April 1876. | |
| — | St. Rollox, 28 years | Glasgow | Schooner, W. | 48 | 3 | M. Sinclair | C. Fergus and R. Henderson, Greenock. | Clyde | Belfast | Pitch | 3 | — | Not heard of since sailing on 10th April 1876. | |
| — | Star, 28 years | London | Schooner, W. | 77 | 4 | T. Gill | E. Arnold, Knottingley, Yorkshire. | Goole | Exeter | Coal, 4 passengers (Master's family). | 8 (4 pass.) (4 crew) | — | Not heard of since sailing on 10th April 1876; lifebuoy picked up at Cromer. | |
| — | Folly, 2 years | Portsmouth | Schooner, W. | 81 | 4 | W. Feben | C. Byerley, Portsea. | Hartlepool | Brading, I. of W. | Coal | 4 | — | Last seen 20 miles S. of Humber on 13th April 1876. | |
| — | Louisa's and Maria's, 27 years. | Goole | Schooner, W. | 66 | 3 | J. Sykes | W. Hawksworth, Goole. | London | Grimsby | Wheat, 1 passenger. | 4 (1 pass.) (3 crew) | — | Not heard of since sailing on 14th April 1876. | |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Whether Laden or in Ballast. Laden. | Ballast. | Unknown. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 34 | 3 | — | 2,599 | 149 | 9 | 158 | 30 | 4 | — | 158 | 2 |

## SUMMARY.

(*It must be remembered that in this Table are included three cases for which Reports were received too late to include them in the Statistics for their respective years.*)

| Nature of Casualty. | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Whether Laden or in Ballast. Laden. | In Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives Lost. | No. of Official Inquiries held. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FOUNDERINGS | 19 | 2 | 2 | 1,423 | 99 | 1 | 100 | 7 | 12 | — | 18 | 1 | 73 | 3 |
| STRANDINGS | 60 | 25 | 7 | 13,052 | 556 | 120 | 676 | 47 | 13 | — | 52 | 8 | 325 | 12 |
| COLLISIONS | 35 | 10 | 6 | 9,885 | 361 | 70 | 431 | 26 | 8 | 1 | 29 | 6 | 166 | 10 |
| OTHER CAUSES | 23 | 4 | 3 | 4,140 | 219 | 23 | 242 | 11 | 12 | — | 1 | 22 | 56 | 2 |
| MISSING VESSELS | 34 | 3 | — | 2,599 | 149 | 9 | 158 | 30 | 4 | — | 34 | — | 158 | 2 |
| TOTAL | 171 | 44 | 18 | 31,099 | 1,384 | 223 | 1,607 | 121 | 49 | 1 | 134 | 37 | 778 | 29 |

## Table 23—*continued.*

### Summary of the Casualties involving Loss of Life, for each Year since 1861.

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| **1861.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 51 | 4,678 | 250 | 44 | 5 | 2 | 51 | — | 224 |
| Strandings | 75 | 13,610 | 549 | 68 | 7 | — | 68 | 7 | 299 |
| Collisions | 16 | 1,997 | 100 | 14 | 1 | 1 | 13 | 3 | 63 |
| Other causes | 21 | 4,758 | 183 | 18 | 3 | — | 5 | 16 | 53 |
| Total | 163 | 25,043 | 1,082 | 144 | 16 | 3 | 137 | 26 | 639 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 3 | 762 | 44 | 3 | — | — | 3 | — | 43 |
| Strandings | 3 | 750 | 42 | 2 | 1 | — | 3 | — | 22 |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | 1 | 345 | 15 | 1 | — | — | — | 1 | 1 |
| Total | 7 | 1,857 | 101 | 6 | 1 | — | 6 | 1 | 66 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 3 | 743 | 25 | 2 | — | 1 | 3 | — | 25 |
| Strandings | 16 | 3,878 | 148 | 13 | 3 | — | 13 | 3 | 99 |
| Collisions | 3 | 1,298 | 40 | 2 | 1 | — | 3 | — | 16 |
| Other causes | 7 | 2,138 | 74 | 6 | 1 | — | 1 | 6 | 29 |
| Total | 29 | 8,057 | 287 | 23 | 5 | 1 | 20 | 9 | 169 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | 1 | 240 | 16 | — | 1 | — | 1 | — | 10 |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 1 | 240 | 16 | — | 1 | — | 1 | — | 10 |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 57 | 6,183 | 319 | 49 | 5 | 3 | 57 | — | 292 |
| Strandings | 94 | 18,238 | 739 | 83 | 11 | — | 84 | 10 | 420 |
| Collisions | 20 | 3,535 | 156 | 16 | 3 | 1 | 17 | 3 | 89 |
| Other causes | 29 | 7,241 | 272 | 25 | 4 | — | 6 | 23 | 83 |
| Total | 200 | 35,197 | 1,486 | 173 | 23 | 4 | 164 | 36 | 884 |
| **1862.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 34 | 3,312 | 184 | 28 | 6 | — | 34 | — | 164 |
| Strandings | 49 | 9,283 | 377 | 43 | 5 | 1 | 46 | 3 | 230 |
| Collisions | 20 | 1,989 | 139 | 17 | 2 | 1 | 15 | 5 | 49 |
| Other causes | 22 | 5,562 | 236 | 18 | 3 | 1 | 6 | 16 | 53 |
| Total | 125 | 20,146 | 936 | 106 | 16 | 3 | 101 | 24 | 496 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 2 | 644 | 74 | 2 | — | — | 2 | — | 67 |
| Strandings | 1 | 373 | 54 | 1 | — | — | 1 | — | 48 |
| Collisions | 1 | 290 | 19 | 1 | — | — | — | 1 | 2 |
| Other causes | 1 | 432 | 15 | — | 1 | — | — | 1 | 4 |
| Total | 5 | 1,739 | 162 | 4 | 1 | | 3 | 2 | 121 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 10 | 4,587 | 147 | 9 | 1 | — | 9 | 1 | 60 |
| Collisions | 2 | 79 | 14 | 2 | — | — | 2 | — | 3 |
| Other causes | 4 | 1,362 | 56 | 3 | 1 | — | — | 4 | 10 |
| Total | 16 | 6,028 | 217 | 14 | 2 | — | 11 | 5 | 73 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 36 | 3,956 | 258 | 30 | 6 | — | 36 | — | 231 |
| Strandings | 60 | 14,243 | 578 | 53 | 6 | 1 | 56 | 4 | 338 |
| Collisions | 23 | 2,358 | 172 | 20 | 2 | 1 | 17 | 6 | 54 |
| Other causes | 27 | 7,356 | 307 | 21 | 5 | 1 | 6 | 21 | 67 |
| Total | 146 | 27,913 | 1,315 | 124 | 19 | 3 | 115 | 31 | 690 |

## Table 23—*continued.*

Summary of the Casualties involving Loss of Life, &c.—*continued.*

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| | | | | 1863. | | | | | |
| BRITISH SAILING SHIPS : | | | | | | | | | |
| Founderings | 54 | 5,286 | 332 | 36 | 15 | 3 | 54 | — | 316 |
| Strandings | 34 | 5,459 | 235 | 29 | 5 | — | 28 | 6 | 104 |
| Collisions | 17 | 2,669 | 124 | 15 | 1 | 1 | 13 | 4 | 39 |
| Other causes | 23 | 2,696 | 173 | 16 | 7 | — | 8 | 15 | 41 |
| Total | 128 | 16,110 | 864 | 96 | 28 | 4 | 103 | 25 | 500 |
| BRITISH STEAM SHIPS : | | | | | | | | | |
| Founderings | 1 | 467 | 33 | — | 1 | — | 1 | — | 33 |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 1 | 467 | 33 | — | 1 | — | 1 | — | 33 |
| FOREIGN SAILING SHIPS : | | | | | | | | | |
| Founderings | 5 | 202 | 36 | 3 | 1 | 1 | 5 | — | 33 |
| Strandings | 7 | 407 | 43 | 4 | 1 | 2 | 7 | — | 36 |
| Collisions | 1 | 69 | 16 | 1 | — | — | 1 | — | 2 |
| Other causes | 9 | 1,992 | 99 | 6 | 2 | 1 | 3 | 6 | 16 |
| Total | 22 | 2,670 | 194 | 14 | 4 | 4 | 16 | 6 | 87 |
| FOREIGN STEAM SHIPS : | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| ALL SHIPS : | | | | | | | | | |
| Founderings | 60 | 5,955 | 401 | 39 | 17 | 4 | 60 | — | 382 |
| Strandings | 41 | 5,866 | 278 | 33 | 6 | 2 | 35 | 6 | 140 |
| Collisions | 18 | 2,738 | 140 | 16 | 1 | 1 | 14 | 4 | 41 |
| Other causes | 32 | 4,688 | 272 | 22 | 9 | 1 | 11 | 21 | 57 |
| Total | 151 | 19,247 | 1,091 | 110 | 33 | 8 | 120 | 31 | 620 |
| | | | | 1864. | | | | | |
| BRITISH SAILING SHIPS : | | | | | | | | | |
| Founderings | 29 | 2,990 | 150 | 21 | 4 | 4 | 28 | 1 | 164 |
| Strandings | 25 | 4,130 | 173 | 21 | 4 | — | 23 | 2 | 119 |
| Collisions | 24 | 1,490 | 131 | 14 | 8 | 2 | 23 | 1 | 73 |
| Other causes | 10 | 935 | 61 | 8 | 2 | — | 4 | 6 | 36 |
| Total | 88 | 9,545 | 515 | 64 | 18 | 6 | 78 | 10 | 392 |
| BRITISH STEAM SHIPS : | | | | | | | | | |
| Founderings | 2 | 567 | 42 | 2 | — | — | 2 | — | 48 |
| Strandings | 1 | 376 | 32 | 1 | — | — | 1 | — | 24 |
| Collisions | 4 | 959 | 59 | 2 | 2 | — | 4 | — | 10 |
| Other causes | 1 | 1,737 | 156 | — | 1 | — | — | 1 | 1 |
| Total | 8 | 3,639 | 289 | 5 | 3 | — | 7 | 1 | 83 |
| FOREIGN SAILING SHIPS : | | | | | | | | | |
| Founderings | 2 | 530 | 20 | 1 | 1 | — | 2 | — | 4 |
| Strandings | 6 | 917 | 38 | 3 | 2 | 1 | 5 | 1 | 28 |
| Collisions | 3 | 686 | 30 | 1 | — | 2 | 3 | — | 8 |
| Other causes | 1 | 82 | 5 | 1 | — | — | 1 | — | 1 |
| Total | 12 | 2,215 | 93 | 6 | 3 | 3 | 11 | 1 | 41 |
| FOREIGN STEAM SHIPS : | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other cause | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| ALL SHIPS : | | | | | | | | | |
| Founderings | 33 | 4,087 | 212 | 24 | 5 | 4 | 32 | 1 | 216 |
| Strandings | 32 | 5,423 | 243 | 25 | 6 | 1 | 29 | 3 | 171 |
| Collisions | 31 | 3,135 | 220 | 17 | 10 | 4 | 30 | 1 | 91 |
| Other causes | 12 | 2,754 | 222 | 9 | 3 | — | 5 | 7 | 38 |
| Total | 108 | 15,399 | 897 | 75 | 24 | 9 | 96 | 12 | 516 |

## Table 23—*continued.*

Summary of the Casualties involving Loss of Life, &c.—*continued.*

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| **1865.** | | | | | | | | | |
| British Sailing Ships: | | | | | | | | | |
| Founderings | 42 | 3,168 | 225 | 25 | 12 | 5 | 42 | — | 185 |
| Strandings | 60 | 11,776 | 465 | 52 | 7 | 1 | 55 | 5 | 214 |
| Collisions | 14 | 1,677 | 90 | 10 | 4 | — | 10 | 4 | 25 |
| Other causes | 21 | 2,680 | 170 | 12 | 8 | 1 | 2 | 19 | 34 |
| Total | 137 | 19,301 | 950 | 99 | 31 | 7 | 109 | 28 | 458 |
| British Steam Ships: | | | | | | | | | |
| Founderings | 3 | 664 | 75 | 2 | 1 | — | 3 | — | 77 |
| Strandings | 3 | 2,095 | 107 | 3 | — | — | 3 | — | 38 |
| Collisions | 4 | 907 | 68 | 3 | 1 | — | — | 4 | 24 |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 10 | 3,666 | 250 | 8 | 2 | — | 6 | 4 | 139 |
| Foreign Sailing Ships: | | | | | | | | | |
| Founderings | 1 | 350 | 13 | 1 | — | — | 1 | — | 13 |
| Strandings | 13 | 3,447 | 136 | 13 | — | — | 13 | — | 83 |
| Collisions | 1 | 240 | 12 | 1 | — | — | 1 | — | 1 |
| Other causes | 1 | 213 | 8 | 1 | — | — | — | 1 | 1 |
| Total | 16 | 4,250 | 169 | 16 | — | — | 15 | 1 | 98 |
| Foreign Steam Ships: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | 1 | — | 22 | 1 | — | — | 1 | — | 3 |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 1 | — | 22 | 1 | — | — | 1 | — | 3 |
| All Ships: | | | | | | | | | |
| Founderings | 46 | 4,182 | 313 | 28 | 13 | 5 | 46 | — | 275 |
| Strandings | 76 | 17,318 | 708 | 68 | 7 | 1 | 71 | 5 | 335 |
| Collisions | 20 | 2,824 | 192 | 15 | 5 | — | 12 | 8 | 53 |
| Other causes | 22 | 2,893 | 178 | 13 | 8 | 1 | 2 | 20 | 35 |
| Total | 164 | 27,217 | 1,391 | 124 | 33 | 7 | 131 | 33 | 698 |
| **1866.** | | | | | | | | | |
| British Sailing Ships: | | | | | | | | | |
| Founderings | 54 | 7,414 | 342 | 38 | 9 | 7 | 54 | — | 301 |
| Strandings | 62 | 13,085 | 486 | 50 | 11 | 1 | 58 | 4 | 290 |
| Collisions | 31 | 3,274 | 176 | 18 | 11 | 2 | 22 | 9 | 82 |
| Other causes | 16 | 2,319 | 108 | 12 | 3 | 1 | 2 | 14 | 27 |
| Total | 163 | 26,092 | 1,112 | 118 | 34 | 11 | 136 | 27 | 700 |
| British Steam Ships: | | | | | | | | | |
| Founderings | 1 | 120 | 16 | — | 1 | — | 1 | — | 21 |
| Strandings | 1 | 381 | 23 | 1 | — | — | 1 | — | 40 |
| Collisions | 6 | 2,663 | 108 | 5 | 1 | — | 3 | 3 | 30 |
| Other causes | 1 | 638 | 28 | 1 | — | — | — | 1 | 1 |
| Total | 9 | 3,802 | 175 | 7 | 2 | — | 5 | 4 | 92 |
| Foreign Sailing Ships: | | | | | | | | | |
| Founderings | 2 | 116 | 8 | 1 | 1 | — | 2 | — | 2 |
| Strandings | 14 | 2,073 | 110 | 13 | 1 | — | 13 | 1 | 51 |
| Collisions | 5 | 726 | 50 | 3 | 1 | 1 | 2 | 3 | 15 |
| Other causes | 5 | 582 | 34 | 5 | — | — | 2 | 3 | 24 |
| Total | 26 | 3,497 | 202 | 22 | 3 | 1 | 19 | 7 | 92 |
| Foreign Steam Ships: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 1 | 300 | 130 | — | 1 | — | 1 | — | 12 |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 1 | 300 | 130 | — | 1 | — | 1 | — | 12 |
| All Ships: | | | | | | | | | |
| Founderings | 57 | 7,650 | 366 | 39 | 11 | 7 | 57 | — | 324 |
| Strandings | 78 | 15,839 | 749 | 64 | 13 | 1 | 73 | 5 | 393 |
| Collisions | 42 | 6,663 | 334 | 26 | 13 | 3 | 27 | 15 | 127 |
| Other causes | 22 | 3,539 | 170 | 18 | 3 | 1 | 4 | 18 | 52 |
| Total | 199 | 33,691 | 1,619 | 147 | 40 | 12 | 161 | 38 | 896 |

## Table 23—*continued.*

Summary of the Casualties involving Loss of Life, &c.—*continued.*

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| **1867.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 97 | 8,089 | 532 | 50 | 35 | 12 | 97 | — | 474 |
| Strandings | 63 | 13,250 | 492 | 48 | 14 | 1 | 58 | 5 | 257 |
| Collisions | 28 | 3,313 | 186 | 15 | 10 | 3 | 21 | 7 | 114 |
| Other causes | 42 | 6,818 | 310 | 18 | 24 | — | 4 | 38 | 68 |
| Total | 230 | 31,470 | 1,520 | 131 | 83 | 16 | 180 | 50 | 913 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 8 | 3,557 | 147 | 4 | 2 | 2 | 8 | — | 116 |
| Strandings | 2 | 548 | 45 | 2 | — | — | 2 | — | 69 |
| Collisions | 3 | 644 | 49 | 2 | 1 | — | 2 | 1 | 3 |
| Other causes | 2 | 552 | 37 | 2 | — | — | — | 2 | 5 |
| Total | 15 | 5,301 | 278 | 10 | 3 | 2 | 12 | 3 | 193 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 4 | 740 | 47 | 3 | — | 1 | 4 | — | 47 |
| Strandings | 18 | 3,100 | 163 | 17 | 1 | — | 15 | 3 | 118 |
| Collisions | 5 | 1,495 | 52 | 3 | 2 | — | 4 | 1 | 43 |
| Other causes | 6 | 781 | 47 | 6 | — | — | 1 | 5 | 18 |
| Total | 33 | 6,116 | 309 | 29 | 3 | 1 | 24 | 9 | 226 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 1 | 11 | 7 | — | 1 | — | 1 | — | 1 |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 1 | 11 | 7 | — | 1 | — | 1 | — | 1 |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 109 | 12,386 | 726 | 57 | 37 | 15 | 109 | — | 637 |
| Strandings | 84 | 16,909 | 707 | 67 | 16 | 1 | 76 | 8 | 445 |
| Collisions | 36 | 5,452 | 287 | 20 | 13 | 3 | 27 | 9 | 160 |
| Other causes | 50 | 8,151 | 394 | 26 | 24 | — | 5 | 45 | 91 |
| Total | 279 | 42,898 | 2,114 | 170 | 90 | 19 | 217 | 62 | 1,333 |
| **1868.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 47 | 4,542 | 271 | 23 | 14 | 10 | 46 | 1 | 236 |
| Strandings | 73 | 12,033 | 497 | 64 | 9 | — | 70 | 3 | 312 |
| Collisions | 28 | 4,271 | 181 | 21 | 7 | — | 22 | 6 | 75 |
| Other causes | 22 | 7,213 | 246 | 12 | 10 | — | 4 | 18 | 54 |
| Total | 170 | 28,059 | 1,195 | 120 | 10 | 10 | 142 | 28 | 677 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 1 | 747 | 25 | 1 | — | — | 1 | — | 6 |
| Strandings | 2 | 542 | 25 | 1 | 1 | — | 2 | — | 21 |
| Collisions | 2 | 465 | 28 | 1 | 1 | — | 2 | — | 7 |
| Other causes | 2 | 482 | 22 | 2 | — | — | 1 | 1 | 9 |
| Total | 7 | 2,236 | 100 | 5 | 2 | — | 6 | 1 | 43 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 2 | 343 | 11 | 1 | — | 1 | 2 | — | 20 |
| Strandings | 12 | 2,094 | 104 | 10 | — | 2 | 12 | — | 76 |
| Collisions | 1 | 99 | 7 | 1 | — | — | 1 | — | 4 |
| Other causes | 4 | 1,034 | 40 | 4 | — | — | 1 | 3 | 4 |
| Total | 19 | 3,570 | 162 | 16 | — | 3 | 16 | 3 | 104 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 50 | 5,632 | 307 | 25 | 14 | 11 | 49 | 1 | 262 |
| Strandings | 87 | 14,669 | 626 | 75 | 10 | 2 | 84 | 3 | 409 |
| Collisions | 31 | 4,835 | 216 | 23 | 8 | — | 25 | 6 | 86 |
| Other causes | 28 | 8,729 | 308 | 18 | 10 | — | 6 | 22 | 67 |
| Total | 196 | 33,865 | 1,457 | 141 | 42 | 13 | 164 | 32 | 824 |

## Table 23—*continued.*

Summary of the Casualties involving Loss of Life, &c.—*continued.*

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| **1869.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 72 | 10,219 | 465 | 44 | 20 | 8 | 70 | 2 | 377 |
| Strandings | 55 | 12,311 | 428 | 36 | 15 | 4 | 50 | 5 | 243 |
| Collisions | 18 | 3,807 | 146 | 14 | 4 | — | 13 | 5 | 84 |
| Other causes | 32 | 4,222 | 209 | 18 | 14 | — | 4 | 28 | 77 |
| Total | 177 | 30,559 | 1,248 | 112 | 53 | 12 | 137 | 40 | 781 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 2 | 961 | 29 | 1 | 1 | — | 2 | — | 6 |
| Strandings | 1 | 68 | 4 | — | 1 | — | 1 | — | 1 |
| Collisions | 2 | 411 | 26 | 1 | 1 | — | 2 | — | 8 |
| Other causes | 1 | 17 | 12 | — | 1 | — | — | 1 | 4 |
| Total | 6 | 1,457 | 71 | 2 | 4 | — | 5 | 1 | 19 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 7 | 701 | 59 | 5 | 1 | 1 | 7 | — | 52 |
| Strandings | 13 | 2,534 | 121 | 9 | 3 | 1 | 13 | — | 44 |
| Collisions | 5 | 478 | 43 | 2 | — | 3 | 4 | 1 | 26 |
| Other causes | 3 | 332 | 24 | 2 | — | 1 | — | 3 | 11 |
| Total | 28 | 4,045 | 247 | 18 | 4 | 6 | 24 | 4 | 133 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 81 | 11,881 | 553 | 50 | 22 | 9 | 79 | 2 | 435 |
| Strandings | 69 | 14,913 | 553 | 45 | 19 | 5 | 64 | 5 | 288 |
| Collisions | 25 | 4,696 | 215 | 17 | 5 | 3 | 19 | 6 | 118 |
| Other causes | 36 | 4,571 | 245 | 20 | 15 | 1 | 4 | 32 | 92 |
| Total | 211 | 36,061 | 1,566 | 132 | 61 | 18 | 166 | 45 | 933 |
| **1870.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 18 | 4,149 | 129 | 16 | 2 | — | 18 | — | 97 |
| Strandings | 42 | 7,913 | 280 | 34 | 6 | 2 | 38 | 4 | 186 |
| Collisions | 15 | 1,758 | 97 | 9 | 5 | 1 | 14 | 1 | 47 |
| Other causes | 16 | 1,293 | 70 | 11 | 1 | 4 | 13 | 3 | 62 |
| Total | 91 | 15,113 | 576 | 70 | 14 | 7 | 83 | 8 | 392 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 1 | 692 | 27 | 1 | — | — | 1 | — | 1 |
| Strandings | 2 | 2,142 | 99 | 2 | — | — | 2 | — | 203 |
| Collisions | 5 | 2,259 | 103 | 5 | — | — | 3 | 2 | 55 |
| Other causes | 2 | 310 | 21 | 2 | — | — | 2 | — | 25 |
| Total | 10 | 5,403 | 250 | 10 | — | — | 8 | 2 | 284 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 1 | 261 | 10 | — | 1 | — | 1 | — | 7 |
| Strandings | 16 | 5,934 | 169 | 14 | 2 | — | 15 | 1 | 78 |
| Collisions | 4 | 597 | 48 | 3 | 1 | — | 3 | 1 | 10 |
| Other causes | 2 | 800 | 18 | 2 | — | — | 1 | 1 | 3 |
| Total | 23 | 7,592 | 245 | 19 | 4 | — | 20 | 3 | 98 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 20 | 5,102 | 166 | 17 | 3 | — | 20 | — | 105 |
| Strandings | 60 | 15,989 | 548 | 50 | 8 | 2 | 55 | 5 | 467 |
| Collisions | 24 | 4,614 | 248 | 17 | 6 | 1 | 20 | 4 | 112 |
| Other causes | 20 | 2,403 | 109 | 15 | 1 | 4 | 16 | 4 | 90 |
| Total | 124 | 28,108 | 1,071 | 99 | 18 | 7 | 111 | 13 | 774 |

## Table 23—*continued.*

Summary of the Casualties involving Loss of Life, &c.—*continued.*

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| **1871.** | | | | | | | | | |
| British Sailing Ships: | | | | | | | | | |
| Founderings | 20 | 1,495 | 87 | 11 | 7 | 2 | 18 | 2 | 82 |
| Strandings | 45 | 7,274 | 337 | 39 | 6 | — | 42 | 3 | 178 |
| Collisions | 19 | 4,643 | 182 | 11 | 7 | 1 | 16 | 3 | 83 |
| Other causes | 22 | 4,596 | 164 | 13 | 9 | — | 7 | 15 | 71 |
| Total | 106 | 18,008 | 770 | 74 | 29 | 3 | 83 | 23 | 414 |
| British Steam Ships: | | | | | | | | | |
| Founderings | 2 | 287 | 19 | 1 | 1 | — | 2 | — | 14 |
| Strandings | 2 | 3,477 | 77 | 2 | — | — | 2 | — | 73 |
| Collisions | 6 | 1,874 | 81 | 5 | 1 | — | 5 | 1 | 29 |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 10 | 5,638 | 177 | 8 | 2 | — | 9 | 1 | 116 |
| Foreign Sailing Ships: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 10 | 3,400 | 104 | 9 | — | 1 | 8 | 2 | 68 |
| Collisions | 5 | 765 | 39 | 4 | 1 | — | 5 | — | 19 |
| Other causes | 4 | 777 | 33 | 2 | 2 | — | 1 | 3 | 9 |
| Total | 19 | 4,942 | 176 | 15 | 3 | 1 | 14 | 5 | 96 |
| Foreign Steam Ships: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| All Ships: | | | | | | | | | |
| Founderings | 22 | 1,782 | 106 | 12 | 8 | 2 | 20 | 2 | 96 |
| Strandings | 57 | 14,151 | 518 | 50 | 6 | 1 | 52 | 5 | 319 |
| Collisions | 30 | 7,282 | 302 | 20 | 9 | 1 | 26 | 4 | 131 |
| Other causes | 26 | 5,373 | 197 | 15 | 11 | — | 8 | 18 | 80 |
| Total | 135 | 28,588 | 1,123 | 97 | 34 | 4 | 106 | 29 | 626 |
| **1872.** | | | | | | | | | |
| British Sailing Ships: | | | | | | | | | |
| Founderings | 16 | 1,495 | 94 | 10 | 5 | 1 | 16 | — | 83 |
| Strandings | 40 | 10,945 | 334 | 32 | 7 | 1 | 39 | 1 | 211 |
| Collisions | 14 | 963 | 70 | 4 | 10 | — | 9 | 5 | 21 |
| Other causes | 23 | 1,969 | 150 | 12 | 10 | 1 | 12 | 11 | 97 |
| Total | 93 | 15,372 | 648 | 58 | 32 | 3 | 76 | 17 | 412 |
| British Steam Ships: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 1 | 1,347 | 35 | 1 | — | — | 1 | — | 35 |
| Collisions | 4 | 3,085 | 151 | 3 | 1 | — | 4 | — | 31 |
| Other causes | 2 | 130 | 16 | 1 | 1 | — | 1 | 1 | 9 |
| Total | 7 | 4,562 | 202 | 5 | 2 | — | 6 | 1 | 75 |
| Foreign Sailing Ships: | | | | | | | | | |
| Founderings | 1 | 94 | 6 | 1 | — | — | 1 | — | 4 |
| Strandings | 16 | 5,327 | 170 | 12 | 4 | — | 15 | 1 | 79 |
| Collisions | 4 | 703 | 28 | 3 | 1 | — | 4 | — | 15 |
| Other causes | 4 | 1,262 | 39 | 4 | — | — | — | 4 | 5 |
| Total | 25 | 7,386 | 243 | 20 | 5 | — | 20 | 5 | 103 |
| Foreign Steam Ships: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — |
| All Ships: | | | | | | | | | |
| Founderings | 17 | 1,589 | 100 | 11 | 5 | 1 | 17 | — | 87 |
| Strandings | 57 | 17,619 | 539 | 45 | 11 | 1 | 55 | 2 | 325 |
| Collisions | 22 | 4,751 | 249 | 10 | 12 | — | 17 | 5 | 67 |
| Other causes | 29 | 3,361 | 205 | 17 | 11 | 1 | 13 | 16 | 111 |
| Total | 125 | 27,320 | 1,093 | 83 | 39 | 3 | 102 | 23 | 590 |

## Table 23—*continued.*

Summary of the Casualties involving Loss of Life, &c.—*continued.*

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| **1873 (January to June).** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 13 | 1,326 | 68 | 9 | 2 | 2 | 13 | — | 64 |
| Strandings | 22 | 5,053 | 164 | 21 | 1 | — | 19 | 3 | 100 |
| Collisions | 11 | 2,998 | 114 | 9 | 1 | 1 | 8 | 3 | 337 |
| Other Causes | 34 | 4,836 | 198 | 24 | 5 | 5 | 29 | 5 | 157 |
| Total | 80 | 14,213 | 544 | 63 | 9 | 8 | 69 | 11 | 658 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 2 | 364 | 20 | 2 | — | — | 2 | — | 9 |
| Strandings | 3 | 1,610 | 72 | 3 | — | — | 2 | 1 | 18 |
| Collisions | 2 | 790 | 35 | 1 | 1 | — | 2 | — | 2 |
| Other Causes | 3 | 1,742 | 57 | 3 | — | — | 1 | 2 | 21 |
| Total | 10 | 4,506 | 184 | 9 | 1 | — | 7 | 3 | 50 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 1 | 350 | 13 | 1 | — | — | 1 | — | 8 |
| Strandings | 1 | 78 | 5 | — | 1 | — | 1 | — | 4 |
| Collisions | 5 | 1,322 | 44 | 4 | — | 1 | 4 | 1 | 7 |
| Other Causes | 1 | 66 | 5 | 1 | — | — | — | 1 | 1 |
| Total | 8 | 1,816 | 67 | 6 | 1 | 1 | 6 | 2 | 20 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other Causes | — | — | — | — | — | — | — | — | — |
| Total | — | — | | — | — | — | — | — | — |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 16 | 2,040 | 101 | 12 | 2 | 2 | 16 | — | 81 |
| Strandings | 26 | 6,741 | 241 | 24 | 2 | — | 22 | 4 | 122 |
| Collisions | 18 | 5,110 | 193 | 14 | 2 | 2 | 14 | 4 | 346 |
| Other Causes | 38 | 6,644 | 260 | 28 | 5 | 5 | 30 | 8 | 179 |
| Total | 98 | 20,535 | 795 | 78 | 11 | 9 | 82 | 16 | 728 |
| **1873–4.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 19 | 730 | 66 | 8 | 11 | — | 18 | 1 | 60 |
| Strandings | 25 | 6,104 | 191 | 19 | 6 | — | 22 | 3 | 124 |
| Collisions | 18 | 3,161 | 138 | 9 | 8 | 1 | 16 | 2 | 58 |
| Other causes | 38 | 4,128 | 212 | 26 | 11 | 1 | 19 | 19 | 131 |
| Total | 100 | 14,123 | 607 | 62 | 36 | 2 | 75 | 25 | 373 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | 1 | 336 | 19 | 1 | — | — | — | 1 | 1 |
| Other Causes | 4 | 603 | 37 | 2 | 2 | — | 4 | — | 29 |
| Tota | 5 | 939 | 56 | 3 | 2 | — | 4 | 1 | 30 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 1 | 47 | 5 | 1 | — | — | 1 | — | 1 |
| Strandings | 12 | 3,771 | 126 | 11 | 1 | — | 12 | — | 76 |
| Collisions | 6 | 2,407 | 82 | 5 | — | 1 | 3 | 3 | 17 |
| Other Causes | 4 | 891 | 35 | 3 | 1 | — | — | 4 | 5 |
| Total | 23 | 7,116 | 248 | 20 | 2 | 1 | 16 | 7 | 99 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | — | — | — | — | — | — | — | — | — |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | 2 | 361 | 21 | 2 | — | — | — | 2 | 4 |
| Total | 2 | 361 | 21 | 2 | — | — | — | 2 | 4 |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 20 | 777 | 71 | 9 | 11 | — | 19 | 1 | 61 |
| Strandings | 37 | 9,875 | 317 | 30 | 7 | — | 34 | 3 | 200 |
| Collisions | 25 | 5,904 | 239 | 15 | 8 | 2 | 19 | 6 | 76 |
| Other causes | 48 | 5,983 | 305 | 33 | 14 | 1 | 23 | 25 | 169 |
| Total | 130 | 22,539 | 932 | 87 | 40 | 3 | 95 | 35 | 506 |

## Table 23—*continued.*

Summary of the Casualties including Loss of Life, &c.—*continued.*

| Nature of Casualty. | Number of Vessels. | Tons. | Crew. | Whether Laden or in Ballast. | | | Total Loss. | Partial Damage. | Number of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Laden. | Ballast. | Unknown. | | | |
| **1874–5.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 13 | 794 | 71 | 7 | 6 | — | 11 | 2 | 53 |
| Strandings | 49 | 9,508 | 339 | 38 | 10 | 1 | 45 | 4 | 203 |
| Collisions | 19 | 3,205 | 122 | 12 | 7 | — | 12 | 7 | 41 |
| Other causes | 51 | 4,778 | 286 | 37 | 14 | — | 35 | 16 | 206 |
| Total | 132 | 18,285 | 818 | 94 | 37 | 1 | 103 | 29 | 503 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 4 | 2,124 | 97 | 4 | — | — | 4 | — | 21 |
| Collisions | 1 | 843 | 28 | 1 | — | — | 1 | — | 14 |
| Other causes | 2 | 601 | 36 | 2 | — | — | — | 2 | 2 |
| Total | 7 | 3,568 | 161 | 7 | — | — | 5 | 2 | 37 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 10 | 4,434 | 108 | 8 | 2 | — | 9 | 1 | 44 |
| Collisions | 3 | 441 | 23 | — | 1 | 2 | 3 | — | 8 |
| Other causes | 2 | 214 | 11 | 2 | — | — | — | 2 | 3 |
| Total | 15 | 5,089 | 142 | 10 | 3 | 2 | 12 | 3 | 55 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 1 | 2,326 | 118 | 1 | — | — | 1 | — | 331 |
| Collisions | — | — | — | — | — | — | — | — | — |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 1 | 2,326 | 118 | 1 | — | — | 1 | — | 331 |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 13 | 794 | 71 | 7 | 6 | — | 11 | 2 | 53 |
| Strandings | 64 | 18,392 | 662 | 51 | 12 | 1 | 59 | 5 | 599 |
| Collisions | 23 | 4,489 | 173 | 13 | 8 | 2 | 16 | 7 | 63 |
| Other causes | 55 | 5,593 | 333 | 41 | 14 | — | 35 | 20 | 211 |
| Total | 155 | 29,268 | 1,239 | 112 | 40 | 3 | 121 | 34 | 926 |
| **1875–6.** | | | | | | | | | |
| BRITISH SAILING SHIPS: | | | | | | | | | |
| Founderings | 14 | 563 | 56 | 5 | 9 | — | 13 | 1 | 47 |
| Strandings | 42 | 7,009 | 279 | 30 | 12 | — | 37 | 5 | 196 |
| Collisions | 21 | 2,360 | 121 | 14 | 7 | — | 16 | 5 | 44 |
| Other causes | 52 | 4,509 | 297 | 37 | 15 | — | 34 | 18 | 206 |
| Total | 129 | 14,441 | 753 | 86 | 43 | — | 100 | 29 | 493 |
| BRITISH STEAM SHIPS: | | | | | | | | | |
| Founderings | 3 | 571 | 25 | 2 | 1 | — | 3 | — | 9 |
| Strandings | 2 | 519 | 23 | 2 | — | — | 1 | 1 | 4 |
| Collisions | 5 | 3,324 | 130 | 5 | — | — | 4 | 1 | 68 |
| Other causes | 4 | 2,127 | 65 | 3 | 1 | — | 1 | 3 | 6 |
| Total | 14 | 6,541 | 243 | 12 | 2 | — | 9 | 5 | 87 |
| FOREIGN SAILING SHIPS: | | | | | | | | | |
| Founderings | 2 | 289 | 18 | — | 2 | — | 2 | — | 17 |
| Strandings | 13 | 2,591 | 99 | 13 | — | — | 12 | 1 | 50 |
| Collisions | 8 | 3,442 | 89 | 6 | 1 | 1 | 8 | — | 43 |
| Other causes | 1 | 103 | 6 | 1 | — | — | — | 1 | 2 |
| Total | 24 | 6,425 | 212 | 20 | 3 | 1 | 22 | 2 | 112 |
| FOREIGN STEAM SHIPS: | | | | | | | | | |
| Founderings | — | — | — | — | — | — | — | — | — |
| Strandings | 3 | 2,933 | 155 | 2 | 1 | — | 2 | 1 | 75 |
| Collisions | 1 | 759 | 21 | 1 | — | — | 1 | — | 11 |
| Other causes | — | — | — | — | — | — | — | — | — |
| Total | 4 | 3,692 | 176 | 3 | 1 | — | 3 | 1 | 86 |
| ALL SHIPS: | | | | | | | | | |
| Founderings | 19 | 1,423 | 99 | 7 | 12 | — | 18 | 1 | 73 |
| Strandings | 60 | 13,052 | 556 | 47 | 13 | — | 52 | 8 | 325 |
| Collisions | 35 | 9,885 | 361 | 26 | 8 | 1 | 29 | 6 | 166 |
| Other causes | 57 | 6,739 | 368 | 41 | 16 | — | 35 | 22 | 214 |
| Total | 171 | 31,099 | 1,384 | 121 | 49 | 1 | 134 | 37 | 778 |

## Table 23—*continued.*

Summary of the Casualties involving Loss of Life, &c.—*continued.*

SUMMARY.

| — | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873 (Jan. to June). | 1873–4. | 1874–5. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRITISH SAILING VESSELS: | | | | | | | | | | | | | | | |
| Number - - | 163 | 125 | 128 | 88 | 137 | 163 | 230 | 170 | 177 | 91 | 106 | 93 | 80 | 100 | 132 |
| Tonnage - | 25,043 | 20,146 | 16,110 | 9,545 | 19,301 | 26,092 | 31,470 | 28,059 | 30,559 | 15,113 | 18,008 | 15,372 | 14,213 | 14,123 | 18,285 |
| Lives lost - - | 639 | 496 | 500 | 392 | 458 | 700 | 913 | 677 | 781 | 392 | 414 | 412 | 658 | 373 | 503 |
| BRITISH STEAM VESSELS: | | | | | | | | | | | | | | | |
| Number - - | 7 | 5 | 1 | 8 | 10 | 9 | 15 | 7 | 6 | 10 | 10 | 7 | 10 | 5 | 7 |
| Tonnage - - | 1,857 | 1,739 | 467 | 3,639 | 3,666 | 3,802 | 5,301 | 2,236 | 1,457 | 5,403 | 5,638 | 4,562 | 4,506 | 939 | 3,568 |
| Lives lost - | 66 | 121 | 33 | 83 | 139 | 92 | 193 | 43 | 19 | 284 | 116 | 75 | 50 | 30 | 37 |
| FOREIGN VESSELS, INCLUDING SAILING AND STEAM VESSELS: | | | | | | | | | | | | | | | |
| Number - | 30 | 16 | 22 | 12 | 17 | 27 | 34 | 19 | 28 | 23 | 19 | 25 | 8 | 25 | 16 |
| Tonnage - - | 8,297 | 6,028 | 2,670 | 2,215 | 4,250 | 3,797 | 6,127 | 3,570 | 4,045 | 7,592 | 4,942 | 7,386 | 1,816 | 7,477 | 7,415 |
| Lives lost - - | 179 | 73 | 87 | 41 | 101 | 104 | 227 | 104 | 133 | 98 | 96 | 103 | 20 | 103 | 386 |
| TOTAL VESSELS: | | | | | | | | | | | | | | | |
| Number - - | 200 | 146 | 151 | 108 | 164 | 199 | 279 | 196 | 211 | 124 | 135 | 125 | 98 | 130 | 155 |
| Tonnage - - | 35,197 | 27,913 | 19,247 | 15,399 | 27,217 | 33,691 | 42,898 | 33,865 | 36,061 | 28,108 | 28,588 | 27,320 | 20,535 | 22,539 | 29,268 |
| Lives lost - - | 884 | 690 | 620 | 516 | 698 | 896 | 1,333 | 824 | 933 | 774 | 626 | 590 | 728 | 506 | 926 |

It must be remembered that in this Table are included those cases for which reports were received too late to include them in the Statistic respective years.

**Table 24. Wrecks and Casualties (excluding Collisions) on and near the Coasts of the United Kingdom involving LOSS OF LIFE, from the 1st day of July 1875 to the 30th day of June 1876, inclusive (geographically arranged); showing in each Case the Description of the Vessel and her Cargo, the Age of the Vessel, the Number of Lives Lost, the Date and Place of the Disaster, and the Direction and Force of the Wind at the Time of the Disaster.**

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Direction. | Force. | |
| | | | | | | ***Fern Islands to Flamborough Head.*** | | | | | | |
| 1875. 1 Oct. | Robin Hood, S. Shields, 7 years. | Steam Tug. | 12 | 4 | S. Shields, cruising | | Ballast - | Foundered; total - | 3 | S.E. | 10 | Entrance to the River Tyne. |
| 5 Oct. | Merchant, Colchester, 26 years. | Schooner | 115 | 5 | E. Hartlepool | Brightlingsea. | Coal - | Foundered; total - | 5 | E. | 9 | Off East Hartlepool Harbour. |
| 1 Oct. | Gogstads Minde, Norway, 21 years. | Barque | 288 | 12 | Hernosands | Boulogne | Deals - | Stranded; total - | *4 | S.E. | 10 | 3 miles N.W. of Staithes, Yorkshire. |
| ) Nov. | Olive Leaf, Hartlepool, 7 years. | Pilot boat. | 4 | 3 | Seaham - | Hartlepool | Ballast - | Stranded; total - | 3 | N. | 12 | Behind Hartlepool Pier. |
| ) Nov. | Palmers, Lowestoft, 13 years. | Schooner | 73 | 4 | Shields - | Blakeney | Coal - | Loss of sails; partial. | 1 | N.N.W. | 8 | About 6 miles off Scarborough. |
| ) Nov. | Richmond, London, 4 years. | S. S. | 769 | 22 | Newcastle - | London - | Coal - | Decks swept by a heavy sea; partial. | 2 | N.E. | 11 | About 12 miles E. of Whitby. |
| 1876. April | Two Brothers, N. Shields, 40 years. | Smack | 14 | 3 | The Tyne, for fishing | | Ballast - | Foundered; total - | 3 | S.E. | 10 | About 2 miles off Hartley, Northumberland. |
| May | Calcium, Kirkcaldy, 6 years. | S. S. | 140 | 10 | Middlesborough. | Leith - | Iron - | Stranded; total - | 3 | S.S.E. | 4 | Goldstone Rock, off the Coast of Northumberland. |

| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 8 | 1,415 | 63 | 5 | 3 | — | 6 | 2 | 24 | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | ***Flamborough Head to North Foreland.*** | | | | | | |
| 1875. 5 July | Bolton, | Lifeboat | — | 14 | Kessingland, to assist a schooner in distress. | | - - | Capsized; partial - | 1 | E. | 6 | Kessingland Beach, Suffolk. |
| 1 Aug. | Crystal Palace, Beaumaris, 23 years. | Schooner | 77 | 5 | Leith - | Poole - | Coal - | Stranded; total - | 1 | N.N.E. | 9 | South end of Hasborough Sand. |
| 2 Oct. | Robert, Maldon, 10 years. | Barge | 50 | 6 | Maldon - | St. Osyth | Ballast - | Capsizing of boat; partial. | 4 | W.N.W. | 6 | Off St. Osyth Beach, near Brightlingsea. |
| 4 Oct. | Galway Lass, Newhaven, 36 years. | Brig | 198 | 8 | Sunderland | Dieppe - | Coal - | Stranded; total - | 8 | E.N.E. | 7 | Gun Point, near Flamborough Head. |
| 20 Oct. | Young England, Middlesboro', 22 years. | Barque | 391 | 17 | Weigen - | London - | Deals and iron. | Stranded; total - | 12 | E. | 6 | Cockle Sand, Norfolk. |
| 5 Nov. | Two Brothers, Woodbridge, 54 years. | Smack | 24 | 8 | Aldeburgh, for fishing | | Ballast - | Loss of boat, &c.; partial. | 4 | W.N.W. | 11 | 8 miles off Dunwich, Suffolk. |

* Belonging to two British smacks which had gone to render assistance to the Gogstads Minde.

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Direction. | Force. | |
| | | | | | | *Flamborough Head to North Foreland*—continued. | | | | | | |
| 1875. | | | | | | | | | | | | |
| 14 Nov. | Marie Jeanne, France, 7 years. | Brigante. | 168 | 5 | Middlesborough. | Nantes - | Pig iron | Stranded; total - | 2 | N. | 9 | Barmston Drain, nea Ulrome, Yorkshire. |
| 18 Nov. | Friends, Goole, 34 years. | Sloop | 37 | 3 | Grangemouth | Keadby-on-Trent. | Coal - | Stranded; total - | 3 | N. | 10 | Off Donna Nook, Lin colnshire. |
| 19 Nov. | Elizabeth, Whitby, 35 years. | Brig | 168 | 6 | Amble | Rouen - | Coal - | Stranded; total - | 5 | N.N.E. | 12 | Salthouse Beach, Nor folk. |
| 19 Nov. | Salem, Lowestoft, 35 years. | Dandy | 23 | 10 | Lowestoft, for fishing | | Ballast - | Damage to sails; partial. | 1 | N.N.W. | 10 | About 14 miles S.E. Lowestoft. |
| 19 Nov. | Wild Wave, Sunderland, 12 years. | Schooner | 98 | 5 | Seaham - | London - | Bottles - | Stranded; total - | 2 | N.N.E. | 10 | Caistor Beach, Norfolk. |
| 19 Nov. (Suppd.) | Beautiful Star, Kirkcaldy, New. | Yawl | 17 | 7 | Yarmouth - | St. Monance. | Ballast - | Supposed capsized; found derelict; partial. | 7 | — | — | 5 miles E. of Trusthorpe Lincolnshire. |
| Nov. | Rapid, Boston, 28 years. | Schooner | 65 | 3 | London - | Newcastle | Scrap iron, &c. | Stranded; total - | 3 | N. by E. | 9 | Aldborough, Yorks. |
| 20 Nov. | William, Yarmouth, 36 years. | Sloop | 54 | 3 | Newcastle - | London - | Bricks - | Loss of bulwarks, &c.; partial. | 1 | N.N.E. | 11 | About 10 miles N.E. the Dudgeon Ligh North Sea. |
| 20 Nov. (Suppd.) | Quest, Kirkcaldy, 7 years. | Lugger | 15 | 7 | Lowestoft - | St. Monance. | Ballast - | Stranded; total - | 7 | N.E. | 10 | Stiffkey, Norfolk. |
| 20 Nov. (Supp.) | Thane, Kirkcaldy, 3 years. | Lugger | 20 | 7 | Lowestoft - | St. Monance | Ballast - | Stranded; total - | 7 | N.E. | 10 | Daseley Sand, Lyn Deeps. |
| 21 Nov. | British Lion, Lowestoft, 8 years. | Dandy | 56 | 5 | Lowestoft, for fishing | | Ballast - | Stranded; total - | 5 | N.E. | 6 | Barnard Sand, Norfolk |
| 23 Nov. | Amity, Grimsby, 3 years. | Dandy | 66 | 10 | Grimsby, for fishing | | Ballast - | Loss of boat whilst rendering assistance to a stranded vessel; partial. | 1 | E. | 8 | Near Sand Haile, Lincolnshire. |
| 28 Nov. | Flora, Germany, 4 years. | Brigante. | 245 | 8 | Bremerhaven | Trinidad | General - | Stranded; partial - | 1 | E. | 9 | Near the mouth of t River Blackwate Essex. |
| 5 Dec. | Magic, Liverpool, 9 years. | Brigante. | 180 | 8 | Newcastle - | Lisbon - | Coal, &c. | Stranded; total - | 8 | N.E. | 10 | Cross Sand, Norfolk. |
| 5 Dec. | X.L., Goole, 27 years. | Schooner | 73 | 4 | Goole - | Gravesend | Coal - | Stranded; total - | 2 | E.N.E. | 8 | Winterton, Norfolk. |
| 6 Dec. | Deutschland, Germany, 9 years. | S. S. | 1,627 | 102 | Bremerhaven | New York | General, 113 passengers. | Stranded; total - | *60 | E. | 7 | Kentish Knock. |
| 6 Dec. | Speculator, Newcastle, 17 years. | Barque | 364 | 10 | S. Shields - | Genoa - | Coal and coke. | Stranded; total - | 5 | E. | 7 | Hasborough Sand. |
| 1876. | | | | | | | | | | | | |
| 13 Mar. | Elvira, Sunderland, 44 years. | Snow | 224 | 7 | Sunderland | London - | Coal - | Capsizing of boat; partial. | 1 | W.N.W. | 8 | Mucking Flats, Rive Thames. |
| 13 April | Cygnet, Great Yarmouth, 35 years. | Brigante. | 103 | 5 | Antwerp - | Newcastle | Slate - | Stranded; total - | 5 | E.N.E. | 8 | Supposed on the Brid Girdle Sand, off Bra caster, Norfolk. |
| 14 April | Alabama, Goole, 12 years. | Schooner | 84 | 4 | Goole - | Hull - | Cement - | Stranded; total - | 2 | E.N.E. | 8 | Woolpack Sand, o Lynn Deeps. |
| 14 April | Arethusa, Goole, 24 years. | Sloop | 58 | 3 | London - | Goole - | Patent manure. | Foundered; total - | 3 | E.N.E. | 9 | ½ mile off Weyborn Norfolk. |
| 14 April | Don Antonio, Portugal, 15 years. | S. S. | 1,109 | 39 | Lisbon - | Hull - | General, 4 passengers. | Stranded; partial - | 1 (crew) | N.E. | 10 | Chapel, Lincolnshire. |
| 14 April | Dutchess of Kent, Maldon, 39 years. | Schooner | 123 | 6 | London - | The Tyne | Chalk - | Stranded; total - | 6 | E.N.E. | 9 | Saltfleet, Lincolnshire. |

* 44 passengers and 16 crew.

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

## *Flamborough Head to North Foreland*—continued.

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. Direction. | Wind. Force. | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. 4 April | Dunsany, Newcastle, New. | S. S. | 525 | 17 | Newcastle - | London - | Coal - | Foundered; total - | 4 | N.E. | 9 | Entrance to the River Humber. |
| 4 April | Hopewell, Goole, 43 years. | Ketch | 59 | 3 | London - | Grimsby | Linseed - | Loss of bulwarks, &c.; partial. | 1 | N.E. | 8 | Lynn Well. |
| 4 April | Mary M. Francis, U.S.A., 7 years. | Brigante. | 431 | 9 | Portland, Maine. | Leith - | Peas - | Stranded; total - | 4 | N.E. | 9 | Dudgeon Sand, North Sea. |
| 4 April | Miss Nightingale, Portsmouth, 20 years. | Brigante. | 179 | 7 | Sunderland | Portsmouth | Coal - | Stranded; total - | 7 | N.E. | 9 | At the entrance to the River Humber. |
| 4 April (Supp.) | Victory, Liverpool, 16 years. | Ship | 1,199 | 25 & Pilot | Shields - | San Francisco. | Coal - | Stranded; total - | 26 | N.E. | 9 | Supposed near Spurn Point. |

| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 34 | 8,110 | 387 | 25 | 9 | — | 23 | 11 | 210 | | |

## *North Foreland to St. Catherine's Point.*

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. Direction. | Wind. Force. | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 7 Nov. | Who'd-a-thought-it, Folkestone, 6 years. | Lugger | 3 | 2 | Folkestone - | Dymchurch | Ballast - | Stranded; partial - | 1 | S.W. | 7 | Capsized about half a mile from land, and driven ashore at Dymchurch Redoubt, Kent |
| 4 Nov. | Agnes, Carnarvon, 30 years. | Schooner | 94 | 6 | Portmadoc - | Hamburg | Slates - | Loss of spars, &c.; partial. | 1 | W.S.W. | 11 | Off Beachy Head. |
| 1876. 0 April | Tobina, Holland, 19 years. | Schooner | 135 | 7 | Sunderland | Blaye - | Coal - | Stranded; total - | 2 | S.W. | 5 | Roar Bank, Kent. |
| 4 June | Fiona, Greenock, 10 years. | Cutter | 47 | 14 | Dover, for yachting | | Ballast, 6 passengers. | Topmast carried away; partial. | 1 (crew) | N.E. | 6 | Near the South Sand Head Light-vessel, Goodwin Sands. |

| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 4 | 279 | 29 | 2 | 2 | — | 1 | 3 | 5 | | |

## *St. Catherine's Point to Start Point.*

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. Direction. | Wind. Force. | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. 29 Feb. | Glenaray, Glasgow, 6 years. | Barque | 661 | 17 | Port Adelaide | London - | General - | Stranded; total - | 1 | S.W. | 4 | Blackgang Chine Beach, Isle of Wight. |
| 2 Mar. | Athlete, Ardrossan, 11 years. | Brigante. | 218 | 7 | Portland - | Sligo - | Guano, 1 passenger. | Foundered; total - | *7 | N.N.W. | 9 | 6 miles off Portland Bill. |
| 2 Mar. | Speculation, Plymouth, 75 years. | Sloop | 46 | 3 | Plymouth - | Southampton. | Superphosphate & limestone. | Foundered; total - | 3 | W.S.W. | 9 | 1½ miles off Christchurch, Hampshire. |

| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 3 | 925 | 27 | 3 | — | — | 3 | — | 11 | | |

* One passenger and six crew.

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. Direction. | Wind. Force. | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | ***Start Point to Land's End.*** | | | | |
| 1876. 17 May | Johanna, Penzance, Unknown. | Lugger | 3 | 3 | Porthleven, for fishing | | Ballast - | Foundered; total - | 3 | N.E. | 8 | Off Porthleven, Cornwall. |
| | TOTAL - | 1 | 3 | 3 | Laden. – | Ballast. 1 | Unknown. – | Total. 1 | Partial. — | 3 | | |
| | | | | | | | | ***Land's End to Hartland Point, including Scilly.*** | | | | |
| 1875. 26 Aug. | Miranda, Hull, 7 years. | S. S. | 865 | 23 | Newport - | Kiel - | Coal - | Explosion of coal gas; partial. | 1 | W. | 3 | Off St. Ives, Cornwall. |
| 1 Nov. | Catherine Griffiths, London, New. | Brigante. | 326 | 10 | Sunderland | Rio Janeiro | Coal - | Stranded; total - | 9 | W.S.W. | 4 | Western Rocks, Scilly Isles. |
| 1876. 7 Mar. | Camelford, Liverpool, 15 years. | Brigante. | 161 | 7 | Cardiff | St. Lucia | Coal - | Stranded; total - | 1 | N.W. | 8 | Entrance to Padstow Harbour. |
| 18 Mar. | Isabel, France, 6 years. | S. S. | 197 | 14 | St. Vaast - | Swansea - | Ballast - | Stranded; total - | 14 | N. | 9 | St. Ives Head, Cornwall. |
| | TOTAL - | 4 | 1,549 | 54 | Laden. 3 | Ballast. 1 | Unknown. — | Total. 3 | Partial. 1 | 25 | | |
| | | | | | | | | ***Hartland Point to St. David's Head.*** | | | | |
| 1875. 29 Sept. | Clyde, Padstow, 9 years. | Smack | 59 | 4 | Newport - | Truro - | Coal - | Foundered; total - | 1 | W. | 5 | 10 miles S. of the Nash Light, Bristol Channel |
| 10 Oct. | Aimable Prudence, France, | Schooner | 91 | 6 | Cardiff - | Nantes - | Coal - | Stranded; total - | 4 | S.W. | 8 | Penarth Roads. |
| 1876. 21 Jan. | 17 years. Jeanne Robert, France, | Schooner | About 100 | 7 | Newport - | Bordeaux | Coal - | Stranded; total - | 3 | N.E. | 9 | Lundy Island. |
| About 27 Feb. | 1 year. Reverie, Guernsey, | Cutter | 54 | 5 | Cardiff - | Bréhat - | Coal - | Stranded; total - | 5 | — | — | Drifted ashore in Burry Inlet, Carmarthen Bay |
| About 6 Mar. | 10 years. Eliza Edwards, Youghal, | Brigante. | 111 | 6 | Youghal - | Bridgwater | Oats - | Stranded; total - | 6 | — | — | Supposed on the Scar weather Sand, Bristol Channel. |
| 15 June | 37 years. Princess, Cardiff, 4 years. | Steam Tug. | 19 | 6 | Cardiff, cruising | | Ballast - | Explosion of boiler; total. | 2 | S.W. | 5 | 7 miles E. of Lundy Island. |
| | TOTAL - | 6 | 434 | 34 | Laden. 5 | Ballast. 1 | Unknown. — | Total. 6 | Partial. — | 21 | | |

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

| Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. | | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Direction. | Force. | |
| *St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).* | | | | | | | | | | | |
| Telegraph, Aberystwith, 4 years. | Smack | 6 | 2 | Aberystwith, for fishing | | Ballast - | Foundered; total - | 2 | W. | 6 | 5 miles S. of Aberystwith Harbour. |
| Mary Reynolds, Pwllheli, 10 years. | Schooner | 67 | 3 | Dublin - | Carnarvon | Ballast - | Stranded; total - | 3 | S.W. | 10 | Carnarvon Bar. |
| Sarah, Dublin, 6 years. | Lugger | 4 | 4 | Arklow, for fishing | | Ballast - | Stranded; total - | 4 | N.E. | 6 | Supposed 1 mile S. of Arklow Harbour. |
| Rhoda, Quebec, 11 years. | Ship | 1,121 | 22 | Cardiff - | Rio Janeiro | Coal - | Struck by heavy sea; partial. | 2 | W.S.W. | 9 | 5 miles N.W. of the South Stack Lighthouse, Anglesea. |

| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | |
|---|---|---|---|---|---|---|---|---|---|
| Total - | 4 | 1,198 | 31 | 1 | 3 | — | 3 | 1 | 11 |

*Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Llama, Not registered, 7 years. | Lugger | 3 | 4 | Campbeltown, for fishing | | Ballast - | Foundered; total - | 3 | S.W. | 5 | Off the Isle of Arran. |
| Clio, Charlottetown, P.E.I., 1 year. | Brigante. | 236 | 7 | Greenock - | Liverpool | Ballast - | Stranded; total - | 2 | E.S.E. | 8 | Near Clay Head, Isle of Man. |
| La Plata, France, Unknown. | Brigante. | 110 | 10 | Waterford - | Liverpool | Ballast - | Foundered; total | *10 | W.S.W. | 10 | Off the Coast of Lancashire. |
| W. K. Chapman, Liverpool, 11 years. | Schooner | 131 | 5 | Plymouth - | Garston - | China clay, 2 passrs. | Supposed to have been disabled and driven ashore; total. | †7 | S.S.W. | 10 | Near Fleetwood. |
| Fay, Glasgow, 1 year. | S. S. | 34 | 4 | Glasgow - | Belfast - | Coal - | Foundered; total - | 2 | N.W. | 9 | Off the S. end of Arran Island. |
| Lifeboat No. 1, Liverpool. | Lugger | — | 15 | Liverpool, to vessel in distress. | | 17 shipwrecked persons. | Capsized; partial - | ‡12 | N.W. | 9 | Queen's Channel, River Mersey. |
| William Nelson, Dundalk, 10 years. | Brigante. | 177 | 6 | Irvine - | Dundalk | Coal, 1 passgr. | Stranded; total - | §2 | S.E. | 8 | Dundalk Bay. |
| Syren, Dumfries, 19 years. | Schooner | 50 | 3 | Duddon - | Annan - | Slate - | Loss of mainboom, &c.; partial. | 1 | N.N.W. | 6 | 14 miles W. of Ravenglass, Cumberland. |
| Ellen, Beaumaris, 35 years. | Schooner | 61 | 3 | Newry - | Bangor - | Ballast - | Stranded; partial - | 1 | S. | 9 | Dundrum Bay, co. Down. |
| Amelia, Glasgow, New. | S. S. | 379 | 18 | Glasgow - | Dunkirk | General - | Stranded; partial - | 1 | W. | 2 | East India Wharf, Greenock. |
| Iona, Belfast, 21 years. | Schooner | 56 | 4 | Bridgwater | Liverpool | Bath bricks, &c. | Stranded; total - | 1 | W. | 8 | Crosby Beach, River Mersey. |
| Gladstone, Holland, 9 years. | Barque | 267 | 9 | Liverpool - | Memel - | Salt - | Stranded; total - | 3 | S.W. | 5 | Burrow Rock, Calf of Man. |
| Wyre, Fleetwood, 19 years. | Schooner | 65 | 3 | Carlingford | Fleetwood | Stone - | Stranded; partial - | 1 | N.N.W. | 7 | Horse Bank, River Ribble, Lancashire. |

| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | |
|---|---|---|---|---|---|---|---|---|---|
| Total - | 13 | 1,569 | 91 | 8 | 5 | — | 8 | 5 | 46 |

* Including two pilots.
† Two passengers and five crew.
number includes one passenger, the pilot, and seven of the crew of the "*Ellen Southard.*" See page .
§ One passenger and one crew.

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. Direction. | Wind. Force. | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | *Cape Wrath to Buchan-ness.* | | | | | | |
| 1875. 31 Aug. | Colin Campbell, Not registered, 16 years. | Lugger | 15 | 5 | Fraserburgh, for fishing | | Ballast - | Foundered; total - | 1 | N.W. | 11 | Off Rattray Head deenshire. |
| 31 Aug. | Heroine, Not registered, 10 years. | Lugger | 15 | 6 | Wick - | Stornoway | Ballast - | Foundered; total - | 6 | N. | 7 | Off Cape Wrath. |
| 22 Oct. | Behrend, Prussia, 22 years. | Barque | 367 | 11 | Memel - | Belfast - | Timber - | Stranded; total - | 11 | E. | 9 | Longhaven, 3 mil Peterhead. |
| 1876. 27 Jan. | Confidence, Not registered, Unknown. | Lugger | 2 | 6 | Clyth, for fishing | | Ballast - | Capsized; partial - | 6 | Squally | – | Near Clythness Caithness. |
| 11 April | Ann, Inverness, 6 years. | Lugger | About 5 | 8 | Lossiemouth, for fishing | | Ballast - | Struck by a heavy sea; partial. | 1 | N.E. | 8 | About 15 miles N of Cullen, co. |
| | | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | | | |
| | TOTAL - | 5 | 404 | 36 | 1 | 4 | — | 3 | 2 | 25 | | |
| | | | | | | *Buchan-ness to Fern Islands.* | | | | | | |
| 1875. 14 Oct. | Albion, Kirkcaldy, 7 months. | Yawl | 4 | 5 | Pittenweem, for fishing | | Ballast - | Stranded; partial - | 2 | S.E. | 9 | Beacon Rock, n tenweem Har Fife. |
| 14 Oct. | Fisher Lassie, Montrose, 9 years. | Lugger | 13 | 5 | Gourdon, for fishing | | Ballast - | Stranded; total - | 5 | S.E. | 8 | Entrance to Harbour, Kir shire. |
| 15 Oct. | Johan Cornelius, Germany, 28 years. | Brig | 179 | 8 | Llyre - | England | Ballast - | Foundered; total - | 7 | N. | 7 | Off Cruden, A shire. |
| 16 Oct. | Beverley, London, 7 years. | S. S. | 474 | 14 | Revel - | Dundee - | Flax and codilla. | Loss of bulwarks, &c.; partial. | 1 | E. | 6 | Entrance to th Tay. |
| 19 Oct. | Augusta, Prussia, 4 years. | Schooner | 85 | 3 | Christiania - | Thurso - | Battens - | Stranded; total - | 1 | S.E. | 10 | 1 mile S. of Bu Light, co. Ab |
| 21 Oct. | Dorothy Jobson, N. Shields, 20 years. | Brig | 238 | 8 | Blyth - | Riga - | Coal - | Stranded; total - | 8 | E.S.E. | 9 | Off Stonehaven, cardine. |
| 21 Oct. | John and Isabella, S. Shields, 27 years. | Brig | 204 | 7 | Gefle - | Sunderland | Timber - | Stranded; total - | 7 | S.S.E. | 10 | Near Dunnotta Kincardineshi |
| 21 Oct. | John Murray, Exeter, 16 years. | Schooner | 134 | 4 | Chatham - | Seaham - | Ballast - | Stranded; total - | 4 | S.E. | 9 | ¼ of a mile N. of Coastguard near Aberdee |
| 22 Oct. | Superior, Sweden, 36 years. | Brig | 176 | 8 | Hull - - | Copenhagen | Coal - | Stranded; total - | 8 | S.E. | 10 | 1 mile S. of Coastguard S |
| 13 Nov. | Gesina Mensinga, Sweden, 20 years. | Schooner | 103 | 6 | Lulea - | Louvain - | Timber - | Loss of deck load, &c.; partial. | 2 | E.S.E. | 10 | 3 miles S. of t May, Firth o |
| 30 Nov. | Lawton, Arbroath, 40 years. | Sloop | 39 | 3 | Arbroath - | Newcastle | Scrap iron | Stranded; total - | 1 | N.E. | 8 | Fidra Island, n Berwick. |
| | | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | | | |
| | TOTAL - | 11 | 1,599 | 71 | 7 | 4 | — | 8 | 3 | 46 | | |

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

| Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. | | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Direction. | Force. | |
| **All other Parts of the Coast.** | | | | | | | | | | | |
| Janet, Kirkwall, 3 years. | Smack | 1 | 2 | Stronsay - | Kirkwall | Ballast - | Supposed to have capsized; partial. | 2 | — | — | Stronsay Firth, Orkney Islands. |
| Kirkwall Packet Boat, Not registered, 3 years. | Yawl | 3 | 3 | Rousay - | Kirkwall | Ballast - | Foundered; total - | 3 | W. | 9 | Bay of Firth, Orkney. |
| St. Andrew, Galway, 7 years. | Hooker | 5 | 3 | Galway, for fishing | | Ballast - | Capsized; partial - | 2 | W. by N. | 9 | Off Hare Island, near Galway. |
| Louise Charlotte, Russia, 25 years. | Brig | 208 | 9 | Riga - | Alloa - | Lathwood | Stranded; total - | 2 | N.W. | 11 | Drifted ashore, derelict at Hawks Ness, Tingwall, Shetland. |
| Concordia, Denmark, Unknown. | Schooner | 80 | Supp. 5 | Newcastle - | Nyborg - | Coal - | Stranded; total - | Sup. 5 | — | — | Warness Point, S. end of Eday, Orkney Islands. |
| Gleaner, Milford, 58 years. | Snow | 115 | 5 | Port Talbot | Cork - | Coal - | Stranded; total - | 5 | S.E. | 9 | 1 mile W. of Youghal Bar. |
| Jenny Armstrong, St. John, N.B., 7 years. | Barque | 361 | 8 | Philadelphia | Gloucester | Wheat - | Stranded; partial - | 1 | W.S.W. | 5 | Outside Queenstown Harbour. |
| Joseph Howe, London, 9 years. | Brigante. | 354 | 8 | Minititlan - | Queens town, for orders. | Mahogany | Stranded; total - | 2 | S.W. | 6 | Bear Island, co. Cork. |
| Oak, Not registered, 1 year. | Lugger | 3 | 5 | Inverness, for fishing | | Ballast - | Foundered; total - | 5 | — | — | Uig Bay, Hebrides. |
| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | | | |
| TOTAL - | 9 | 1,130 | 48 | 5 | 4 | — | 6 | 3 | 27 | | |
| **At Sea.** | | | | | | | | | | | |
| Sarah, Carnarvon, 31 years. | Sloop | 23 | 2 | Redwharf - | Lancaster | Oats - | - - - | 2 | — | — | Not heard of since sailing on 24th February 1873. |
| Ann, Banff, 26 years. | Schooner | 83 | 4 | Sunderland | Lossiemouth. | Coal - | - - - | 4 | — | — | Not heard of since sailing on 1st October 1874. |
| Hengist, Southampton, 21 years. | Ketch | 54 | 3 | Portland - | Plymouth | Stone - | - - - | 3 | — | — | Not heard of since sailing on 10th March 1875. |
| Village Maid, Carnarvon, 24 years. | Schooner | 90 | 4 | Duddon - | Saltney - | Iron ore - | - - - | 4 | — | — | Not heard of since sailing on 28th August 1875; boat picked up off the Mersey. |
| William and Ann, Ramsgate, 23 years. | Smack | 32 | 5 | Dover, for fishing | | Ballast - | - - - | 5 | — | — | Spoken near the Varne Sand, on 31st August 1875, and has not since been heard of. |
| Hebe, Greenock, 18 years. | Schooner | 89 | 4 | Dublin - | Glasgow | Sulphur ore. | - - - | 4 | — | — | Not heard of since sailing on 25th September 1875. |
| March, Liverpool, 9 years. | Schooner | 65 | 2 | Kingstown - | Runcorn - | Copper - | - - - | 2 | — | — | Not heard of since sailing on 25th September 1875. |

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

| Date. | Name of Ship, Port of Registry, and Age when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives lost. | Wind. | | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Direction. | Force. | |
| | | | | | | *At Sea*—continued. | | | | | | |
| 1875. | | | | | | | | | | | | |
| — | Fidelity, Goole, 19 years. | Schooner | 68 | 4 | Lynn | Invergordon. | Coprolites | | 4 | — | — | Last seen off G 15th October |
| — | William, Hayle, 34 years. | Schooner | 91 | 5 | Swansea | Hayle | Coal and cinders. | | 5 | — | — | Not heard of sin on 12th 1875. |
| — | Caerwys Castle, Chester, 15 years. | Schooner | 58 | 3 | Laxey, Isle of Man. | Saltney | Blende ore, 1 passenr. | | *4 | — | — | Not heard of sin on 13th 1875. |
| — | Cathrine, Greenock, 25 years. | Smack | 40 | 3 | Paisley | Belfast | Fire-clay goods. | | 3 | — | — | Last seen off the on 13th 1875. |
| — | Cilicia, Padstow, 15 years. | Schooner | 90 | 5 | Neath | Plymouth | Coal | | 5 | — | — | Last seen off La on 13th 1875. |
| — | Goldfinder, Belfast, 29 years. | Schooner | 77 | 5 | Ayr | Belfast | Coal | | 5 | — | — | Not heard of sin on 13th 1875. |
| — | Aid, Whitby, 20 years. | Brig | 181 | 6 | Shields | London | Coal | | 6 | — | — | Not heard of sin on 19th 1875. |
| — | Henriette, Lynn, 13 years. | Ketch | 49 | 3 | Sunderland | Yarmouth | Coal | | 3 | — | — | Not heard of sin on 19th 1875. |
| — | Janet Anderson, Kirkcaldy, 2 years. | Lugger | 17 | 7 | Lowestoft | Anstruther | Ballast | | 7 | — | — | Not heard of sin on 19th 1875. |
| — | Lady Buller, Goole, 33 years. | Schooner | 75 | 4 | London | Goole | Pig iron | | 4 | — | — | Not heard of sin on 19th 1875. |
| — | Leading Star, Folkestone, 19 years. | Brig | 210 | 8 | Shields | Folkestone | Coal | | 8 | — | — | Not heard of sin on 19th 1875. |
| — | Nelly, Maldon, 7 years. | Ketch | 80 | 4 | Sunderland | London | Bottles | | 4 | — | — | Not heard of sin on 19th 1875. |
| — | Ocean Spray, Goole, 18 years. | Ketch | 58 | 3 | N. Shields | Shoreham | Barley, 2 passengers. | | †5 | — | — | Not heard of sin on 19th 1875. |
| — | Vigilant, Kirkcaldy, 1 year. | Lugger | 17 | 6 | Lowestoft | Anstruther | Ballast | | 6 | — | — | Not heard of sin on 19th 1875. |
| — | Whitby, Whitby, 34 years. | Schooner | 84 | 5 | Hartlepool | Colchester | Coal | | 5 | — | — | Not heard of sin on 20th 1875. |
| — | Ariantas London, 14 years. | Schooner | 185 | 6 | The Tyne | London | Coal, 1 passenger. | | 7 | — | — | Not heard of sin on 21st 1875. |
| — | Chance, Boston, 8 years. | Ketch | 59 | 4 | Sunderland | Broadstairs | Coal | | 4 | — | — | Not heard of sin on 21st 1875. |
| 1876. | | | | | | | | | | | | |
| — | Rescue, Glasgow, 20 years. | Smack | 49 | 3 | Easdale | Glasgow | Slates | | 3 | — | — | Last seen off Cantyre February 18 |
| — | Barbara Sunderland, 46 years. | Brig | 183 | 6 | Seaham | London | Coal | | 6 | — | — | Last seen in Roads on 1 1876. |
| — | William and Ann, Penzance, 50 years. | Schooner | 55 | 4 | Milford | Hayle | Culm | | 4 | — | — | Not heard of si on 18th Mar |
| — | Kathleen, Lynn, 16 years. | Schooner | 55 | 4 | Poole | Goole | Pipeclay | | 4 | — | — | Not heard of si on 3rd April &c. picked u Deeps on 1 1876. |
| — | Sabina, Fowey, 35 years. | Schooner | 96 | 5 | Fowey | Newcastle | China stone | | 5 | — | — | Passed through on 9th Apri not heard of |

* One passenger and three crew.

† Two passengers and three crew.

Table 24. Wrecks and Casualties (excluding Collisions) involving Loss of Life—*continued.*

| te. | Name of Ship, Port of Registry, and Age, when known. | Description of Vessel. | Tons. | Crew. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | | Place. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Direction. | Force. | |
| | | | | | *At Sea*—continued. | | | | | | | |
| 6. | David Main, Inverness, (Not registered,) 6 years. | Lugger | 14 | 8 | Lossiemouth, for fishing | | Ballast - | - - - | 8 | — | | Not heard of since sailing on 10th April 1876. |
| - | St. Rollox, Glasgow, 28 years. | Schooner | 48 | 3 | Clyde - | Belfast - | Pitch - | - - - | 3 | — | — | Not heard of since sailing on 10th April 1876. |
| - | Star, London, 28 years. | Schooner | 77 | 4 | Goole - | Exeter - | Coal, 4 pasrs. (Master'sfamily.) | - - - | *8 | — | — | Not heard of since sailing on 10th April 1876; life buoy picked up at Cromer. |
| - | Folly, Portsmouth, 2 years. | Schooner | 81 | 4 | Hartlepool - | Brading, Isle of Wight. | Coal - | - - - | 4 | — | — | Last seen 20 miles S. of the Humber on 13th April 1876. |
| | Louisas and Marias, Goole, 27 years. | Schooner | 66 | 3 | London - | Grimsby - | Wheat, 1 passenger. | - - - | †4 | — | — | Not heard of since sailing on 14th April 1876. |

| | | | | Laden. | Ballast. | Unknown. | Total. | Partial. | |
|---|---|---|---|---|---|---|---|---|---|
| Total - | 34 | 2,599 | 149 | 30 | 4 | — | 34 | — | 158 |

* Four passengers and four crew.

† One passenger and three crew.

Table 25. Number of LIVES LOST in certain DISTRICTS OF THE COASTS of the United Kingdom, distinguis ing those lost by Wrecks and Casualties on the Coasts from those lost at Sea off the Coasts, and those l through Collisions, during the last Nine and a Half Years.

| Districts. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. Jan. to June. | 1873–4. | 1874–5. | 1875–6. | Total. | Annu Avera |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fern Islands to Flamborough Head - | 30 | 8 | 53 | 6 | 33 | 50 | 6 | 9 | 58 | 24 | 277 | 29 |
| Flamborough Head to the North Foreland - | 152 | 33 | 131 | 76 | 185 | 61 | 39 | 24 | 62 | 210 | 973 | 102 |
| North Foreland to St. Catherine's Point - | 35 | 23 | 57 | 47 | 22 | 51 | 7 | 9 | 15 | 5 | 271 | 28 |
| St. Catherine's Point to Start Point - - | 14 | 11 | 10 | 8 | 7 | 30 | 11 | 1 | 11 | 11 | 114 | 12 |
| Start Point to the Land's End - - - | 108 | 60 | 13 | 34 | 6 | 17 | 30 | 2 | 2 | 3 | 275 | 28 |
| Land's End to Hartland Point, including Scilly | 58 | 46 | 67 | 35 | 67 | 4 | 22 | 10 | †345 | 25 | 679 | 71 |
| Hartland Point to St. David's Head - - | 61 | 74 | 54 | 37 | 20 | 40 | 21 | 33 | 41 | 21 | 402 | 42 |
| St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea - - | 54 | 50 | 32 | 23 | 11 | 74 | 15 | 3 | 2 | 11 | 275 | 28 |
| Skerries and Lambay to Fair Head and Mull of Cantire - - - - - | 165 | 138 | 66 | 38 | 33 | 79 | 36 | 39 | 56 | 46 | 696 | 73 |
| Cape Wrath to Buchan-ness - - - | 14 | 26 | 28 | 24 | 35 | 1 | 3 | 17 | 27 | 25 | 200 | 21 |
| Buchan-ness to Fern Islands - - - | 9 | 20 | 23 | 28 | 22 | 20 | 7 | 27 | 18 | 46 | 220 | 23 |
| All other parts of the coasts - - - | 135 | 88 | 76 | 242 | 26 | 16 | 22 | 125 | 67 | 27 | 824 | 86 |
| Lives lost on the coasts - - - | 835 | 577 | 610 | 598 | 467 | 443 | 219 | 299 | 704 | 454 | 5,206 | 548 |
| Lives lost at Sea off the coasts - - | 338 | 161 | 205 | 64 | 28 | 80 | 163 | 131 | 159 | 158 | 1,487 | 156 |
| Lives lost through Collisions - - - | 160 | 86 | 118 | 112 | 131 | 67 | *346 | 76 | 63 | 166 | 1,325 | 139 |
| Total Number of Lives lost - | 1,333 | 824 | 933 | 774 | 626 | 590 | 728 | 506 | 926 | 778 | 8,018 | 844 |

Table 26. Number of LIVES LOST in (1) Fishing Vessels and Boats, (2) other Sailing Vessels, and (3) Ste Vessels, on the Coasts of the United Kingdom, during the last Nine and a Half Years, distinguishing th lost through (1) Founderings, (2) Strandings, (3) Collisions, and (4) Casualties from other Causes (includi Missing Vessels).

| Year. | Fishing Vessels and Fishing Boats. | | | | | Sailing Vessels. | | | | | Steam Vessels. | | | | | Summary. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Founderings. | Strandings. | Collisions. | Other Causes. | Total. | Founderings. | Strandings. | Collisions. | Other Causes. | Total. | Founderings. | Strandings. | Collisions. | Other Causes. | Total. | Founderings. | Strandings. | Collisions. | Other Causes. | Total. |
| 1867 | 150 | 10 | 9 | 33 | 202 | 371 | 363 | 148 | 53 | 935 | 116 | 72 | 3 | 5 | 196 | 637 | 445 | 160 | 91 | 1,3 |
| 1868 | 53 | 5 | 14 | 16 | 88 | 203 | 383 | 65 | 42 | 693 | 6 | 21 | 7 | 9 | 43 | 262 | 409 | 86 | 67 | 8 |
| 1869 | 118 | 5 | 11 | 28 | 162 | 310 | 282 | 99 | 60 | 751 | 7 | 1 | 8 | 4 | 20 | 435 | 288 | 118 | 92 | 9 |
| 1870 | 17 | 11 | 15 | 5 | 48 | 87 | 253 | 42 | 60 | 442 | 1 | 203 | 55 | 25 | 284 | 105 | 467 | 112 | 90 | 7 |
| 1871 | 17 | 14 | 18 | 18 | 67 | 65 | 232 | 84 | 62 | 443 | 14 | 73 | 29 | — | 116 | 96 | 319 | 131 | 80 | 6 |
| 1872 | 24 | 10 | 13 | 54 | 101 | 63 | 280 | 23 | 48 | 414 | — | 35 | 31 | 9 | 75 | 87 | 325 | 67 | 111 | 5 |
| 1873 (Jan. to June.) | 7 | — | 1 | 9 | 17 | 65 | 104 | *343 | 149 | 661 | 9 | 18 | 2 | 21 | 50 | 81 | 122 | 346 | 179 | 7 |
| 1873–4 | 30 | 7 | 22 | 17 | 76 | 31 | 193 | 53 | 119 | 396 | — | — | 1 | 33 | 34 | 61 | 200 | 76 | 169 | 5 |
| 1874–5 | 29 | 17 | 10 | 54 | 110 | 24 | 230 | 39 | 155 | 448 | — | †352 | 14 | 2 | 368 | 53 | 599 | 63 | 211 | 9 |
| 1875–6 | 28 | 34 | 6 | 46 | 114 | 36 | 212 | 81 | 162 | 491 | 9 | 79 | 79 | 6 | 173 | 73 | 325 | 166 | 214 | 7 |
| Total - | 473 | 113 | 119 | 280 | 985 | 1,255 | 2,532 | ‡977 | 910 | 5,674 | 162 | 854 | 229 | 114 | 1,359 | 1,890 | 3,499 | 1,325 | 1,304 | 8,0 |

* Of this number 293 lives were lost on board the "Northfleet."
† Of this number 331 lives were lost in the "Schiller."
‡ Of the 977 lives lost in Sailing Vessels through Collisions, 433 were lost through Collisions with Sailing Vessels, and 544 through Collisions with Steam Vessels.

# PART III.

**ABSTRACT of the RETURNS made to the Board of Trade, in the Year 1875-6, of the WRECKS, CASUALTIES, and COLLISIONS which occurred on and near the COASTS of the CHANNEL ISLANDS and the BRITISH POSSESSIONS ABROAD to BRITISH and FOREIGN VESSELS.**

## Table 27. WRECKS, &c. on the Coasts of BRITISH POSSESSIONS abroad.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew & Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| EUROPE : | | | | | | | | | | | | | | | | | |
| Channel Islands | 1875 | 1 | 3 | 3 | 7 | — | — | — | — | 7 | 30 | 124 | 562 | 716 | — | 8 | |
| | 1876 | — | 1 | 3 | 4 | — | — | 2 | 2 | 6 | — | 31 | 1,351 | 1,382 | — | — | |
| | | 1 | 4 | 6 | 11 | — | — | 2 | 2 | 13 | 30 | 155 | 1,913 | 2,098 | — | 8 | 1 |
| Gibraltar | 1876 | — | — | 3 | 3 | — | — | 7 | 7 | 10 | — | — | 7,552 | 7,552 | — | — | 3 |
| Heligoland | 1875 | 2 | — | — | 2 | — | — | — | — | 2 | 251 | — | — | 251 | 1 | 11 | |
| | 1876 | 2 | 1 | — | 3 | — | — | — | — | 3 | 797 | 510 | — | 1,307 | — | 28 | |
| | | 4 | 1 | — | 5 | — | — | — | — | 5 | 1,048 | 510 | — | 1,558 | 1 | 39 | |
| Malta | 1875 | — | 1 | 2 | 3 | — | — | 1 | 1 | 4 | — | 992 | 3,491 | 4,483 | — | — | 2 |
| | 1876 | — | 1 | 3 | 4 | — | — | — | — | 4 | — | 817 | 2,080 | 2,897 | — | — | |
| | | — | 2 | 5 | 7 | — | — | 1 | 1 | 8 | — | 1,809 | 5,571 | 7,380 | — | — | 3 |
| ASIA : | | | | | | | | | | | | | | | | | |
| Ceylon | 1875 | — | 2 | — | 2 | 1 | — | — | 1 | 3 | 56 | 203 | — | 259 | — | 12 | |
| | 1876 | 4 | 1 | — | 5 | — | — | — | — | 5 | 3,262 | 78 | — | 3,340 | — | 147 | |
| | | 4 | 3 | — | 7 | 1 | — | — | 1 | 8 | 3,318 | 281 | — | 3,599 | — | 159 | |
| Hong Kong | 1875 | — | 1 | — | 1 | — | — | 1 | 1 | 2 | — | 304 | 1,542 | 1,846 | — | — | |
| INDIA : | | | | | | | | | | | | | | | | | |
| British Burma | 1875 | 2 | 2 | 2 | 6 | 1 | — | 2 | 3 | 9 | 980 | 2,010 | 3,551 | 6,541 | — | 35 | 2 |
| | 1876 | 1 | 1 | — | 2 | — | — | — | — | 2 | 1,256 | 1,194 | — | 2,450 | — | 23 | |
| | | 3 | 3 | 2 | 8 | 1 | — | 2 | 3 | 11 | 2,236 | 3,204 | 3,551 | 8,991 | — | 58 | 3 |
| East Coast of Hindostan | 1874 | 1 | — | 1 | 2 | — | — | — | — | 2 | 189 | — | 442 | 631 | — | 16 | 2 |
| | 1875 | 2 | 2 | 6 | 10 | 1 | 1 | 2 | 4 | 14 | 1,717 | 2,885 | 7,008 | 11,610 | — | 53 | 3 |
| | 1876 | 3 | 1 | 3 | 7 | — | 2 | 1 | 3 | 10 | 273 | 2,923 | 7,693 | 10,889 | — | 173 | 4 |
| | | 6 | 3 | 10 | 19 | 1 | 3 | 3 | 7 | 26 | 2,179 | 5,808 | 15,143 | 23,130 | — | 242 | 1 |
| West Coast of Hindostan | 1875 | 6 | 1 | — | 7 | — | — | — | — | 7 | 1,122 | 290 | — | 1,412 | 42 | 71 | |
| Labuan | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 764 | — | 764 | — | — | |
| Perim Island | 1876 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 1,146 | 1,146 | — | — | |
| Straits Settlements | 1875 | — | — | 2 | 2 | — | — | — | — | 2 | — | — | 1,953 | 1,953 | — | — | 1 |
| | 1876 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 225 | 225 | — | — | |
| | | — | — | 3 | 3 | — | — | — | — | 3 | — | — | 2,178 | 2,178 | — | — | 1 |

## Table 27. Wrecks, &c. on the Coasts of BRITISH POSSESSIONS abroad—*continued.*

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| AFRICA : Ascension Island | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 821 | — | 821 | — | — | 20 |
| Cape Colony | 1875 | 8 | 4 | 1 | 13 | — | — | 1 | 1 | 14 | 2,311 | 830 | 318 | 3,459 | 2 | 78 | 46 |
| | 1876 | 5 | 1 | — | 6 | 1 | 2 | 1 | 4 | 10 | 1,859 | 635 | 1,410 | 3,904 | — | 60 | 266 |
| | | 13 | 5 | 1 | 19 | 1 | 2 | 2 | 5 | 24 | 4,170 | 1,465 | 1,728 | 7,363 | 2 | 138 | 312 |
| Gambia | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 414 | — | — | 414 | — | 11 | — |
| Gold Coast | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 183 | — | — | 183 | — | 15 | — |
| Lagos | 1875 | 1 | — | 1 | 2 | — | — | 1 | 1 | 3 | 18 | — | 260 | 278 | 6 | 14 | 13 |
| Mauritius | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 417 | — | 417 | — | — | 13 |
| | 1876 | — | 2 | 3 | 5 | — | 10 | 9 | 19 | 24 | — | 5,803 | 5,408 | 11,211 | — | — | 523 |
| | | — | 3 | 3 | 6 | — | 10 | 9 | 19 | 25 | — | 6,220 | 5,408 | 11,628 | — | — | 536 |
| Natal | 1874 | — | 1 | — | 1 | — | — | — | — | 1 | — | 160 | — | 160 | — | — | 8 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 317 | — | — | 317 | — | 10 | — |
| | | 1 | 1 | — | 2 | — | — | — | — | 2 | 317 | 160 | — | 477 | — | 10 | 8 |
| St. Helena | 1875 | — | — | — | — | — | — | 1 | 1 | 1 | — | — | 836 | 836 | — | — | 24 |
| Sierra Leone | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 20 | — | — | 20 | — | 1 | — |
| AMERICA : Bermuda | 1875 | — | — | — | — | — | — | 1 | 1 | 1 | — | — | 111 | 111 | — | — | 6 |
| | 1876 | 1 | 1 | — | 2 | — | — | — | — | 2 | 172 | 295 | — | 467 | — | 13 | 10 |
| | | 1 | 1 | — | 2 | — | — | 1 | 1 | 3 | 172 | 295 | 111 | 578 | — | 13 | 16 |
| British Columbia | 1875 | 2 | 2 | 2 | 6 | — | — | — | — | 6 | 2,041 | 1,110 | 2,037 | 5,188 | — | 176 | 162 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 10 | — | — | 10 | — | 2 | — |
| | | 3 | 2 | 2 | 7 | — | — | — | — | 7 | 2,051 | 1,110 | 2,037 | 5,198 | — | 178 | 162 |
| British Guiana | 1875 | — | 1 | 3 | 4 | 1 | — | 2 | 3 | 7 | 644 | 161 | 3,639 | 4,444 | — | 16 | 212 |
| | 1876 | 3 | 1 | 1 | 5 | — | — | — | — | 5 | 62 | 23 | 956 | 1,041 | 11 | 17 | 8 |
| | | 3 | 2 | 4 | 9 | 1 | — | 2 | 3 | 12 | 706 | 184 | 4,595 | 5,485 | 11 | 33 | 220 |
| British Honduras | 1875 | 1 | — | 1 | 2 | — | — | — | — | 2 | 13 | — | 682 | 695 | — | 12 | 14 |
| Canada | 1873 | 1 | — | — | 1 | — | — | — | — | 1 | 31 | — | — | 31 | — | 8 | — |
| | 1874 | 2 | 1 | 2 | 5 | — | — | — | — | 5 | 66 | 90 | 684 | 840 | — | 6 | 21 |
| | 1875 | 82 | 67 | 24 | 173 | 2 | 10 | 14 | 26 | 199 | 18,381 | 25,824 | 15,010 | 59,215 | 63 | 1,153 | 1,712 |
| | 1876 | 18 | 18 | 13 | 49 | 1 | 11 | 5 | 17 | 66 | 9,359 | 16,688 | 12,067 | 38,114 | 1 | 230 | 950 |
| | | 103 | 86 | 39 | 228 | 3 | 21 | 19 | 43 | 271 | 27,837 | 42,602 | 27,761 | 98,200 | 64 | 1,397 | 2,683 |
| Falkland Islands | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 799 | — | 799 | — | — | 16 |
| Newfoundland | 1874 | 1 | — | 1 | 2 | — | — | — | — | 2 | 47 | — | 47 | 94 | 7 | — | 5 |
| | 1875 | 28 | 10 | 5 | 43 | — | — | 2 | 2 | 45 | 5,846 | 2,949 | 1,117 | 9,912 | 37 | 274 | 668 |
| | 1876 | 10 | 1 | — | 11 | — | 2 | — | 2 | 13 | 1,217 | 534 | — | 1,751 | — | 169 | 8 |
| | | 39 | 11 | 6 | 56 | — | 2 | 2 | 4 | 60 | 7,110 | 3,483 | 1,164 | 11,757 | 44 | 443 | 681 |

## Table 27. Wrecks, &c. on the Coasts of BRITISH POSSESSIONS abroad—*continued.*

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| WEST INDIES: | | | | | | | | | | | | | | | | | |
| Antigua | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 5 | — | — | 5 | — | 4 | — |
| | 1876 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 291 | 291 | — | — | 9 |
| | | 1 | — | 1 | 2 | — | — | — | — | 2 | 5 | — | 291 | 296 | — | 4 | 9 |
| Bahamas | 1875 | 5 | — | 1 | 6 | — | — | — | — | 6 | 1,150 | — | 147 | 1,297 | — | 39 | 7 |
| | 1876 | 7 | 4 | — | 11 | — | — | — | — | 11 | 2,509 | 897 | — | 3,406 | — | 78 | 30 |
| | | 12 | 4 | 1 | 17 | — | — | — | — | 17 | 3,659 | 897 | 147 | 4,703 | — | 117 | 37 |
| Barbados | 1875 | 2 | — | 2 | 4 | — | — | — | — | 4 | 382 | — | 381 | 763 | — | 30 | — |
| | 1876 | 2 | — | — | 2 | — | — | — | — | 2 | 450 | — | — | 450 | — | 120 | — |
| | | 4 | — | 2 | 6 | — | — | — | — | 6 | 832 | — | 381 | 1,213 | — | 150 | — |
| Barbuda | 1875 | 2 | — | — | 2 | — | — | — | — | 2 | 327 | — | — | 327 | — | 14 | — |
| Dominica | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 28 | — | — | 28 | 2 | 4 | — |
| Grenada | 1876 | 1 | 1 | — | 2 | — | — | — | — | 2 | 39 | 386 | — | 425 | — | 2 | 16 |
| Jamaica | 1874 | — | 1 | — | 1 | — | — | — | — | 1 | — | 10 | — | 10 | — | — | 4 |
| | 1875 | 1 | — | 2 | 3 | — | — | — | — | 3 | 2,187 | — | 28 | 2,215 | — | 159 | 8 |
| | 1876 | 3 | 1 | 2 | 6 | — | — | — | — | 6 | 910 | 769 | 623 | 2,302 | — | 23 | 405 |
| | | 4 | 2 | 4 | 10 | — | — | — | — | 10 | 3,097 | 779 | 651 | 4,527 | — | 182 | 417 |
| Nevis | 1875 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 491 | 491 | — | — | 17 |
| St. Kitts | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 5 | — | — | 5 | — | — | — |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 244 | — | — | 244 | — | 9 | — |
| | | 2 | — | — | 2 | — | — | — | — | 2 | 249 | — | — | 249 | — | 9 | — |
| St. Lucia | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 33 | — | — | 33 | — | 7 | — |
| St. Vincent | 1875 | 4 | — | 2 | 6 | — | — | — | — | 6 | 251 | — | 17 | 268 | — | 25 | 7 |
| Tortola | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 119 | — | — | 119 | — | 8 | — |
| Turks Islands | 1875 | 5 | — | 1 | 6 | — | — | — | — | 6 | 1,390 | — | 100 | 1,490 | — | 40 | 6 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 78 | — | — | 78 | — | 6 | — |
| | | 6 | — | 1 | 7 | — | — | — | — | 7 | 1,468 | — | 100 | 1,568 | — | 46 | 6 |
| AUSTRALIA: | | | | | | | | | | | | | | | | | |
| New South Wales | 1875 | 7 | 6 | 3 | 16 | 1 | 3 | 11 | 15 | 31 | 1,089 | 3,912 | 4,918 | 9,919 | 1 | 86 | 553 |
| | 1876 | 6 | 3 | 1 | 10 | — | 1 | 4 | 5 | 15 | 566 | 684 | 605 | 1,855 | 9 | 27 | 85 |
| | | 13 | 9 | 4 | 24 | 1 | 4 | 15 | 20 | 46 | 1,655 | 4,596 | 5,523 | 11,774 | 10 | 113 | 638 |

## Table 27. Wrecks, &c. on the Coasts of BRITISH POSSESSIONS abroad—*continued.*

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| Queensland | 1875 | 5 | — | 3 | 8 | — | 1 | 6 | 7 | 15 | 770 | 5 | 1,213 | 1,988 | 7 | 113 | 231 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 58 | — | — | 58 | 19 | 33 | — |
| | | 6 | — | 3 | 9 | — | 1 | 6 | 7 | 16 | 828 | 5 | 1,213 | 2,046 | 26 | 146 | 231 |
| S. Australia | 1875 | 6 | 3 | 7 | 16 | — | 1 | 1 | 2 | 18 | 1,293 | 1,132 | 3,120 | 5,545 | 1 | 40 | 194 |
| | 1876 | 2 | — | 5 | 7 | — | — | — | — | 7 | 218 | — | 2,358 | 2,576 | 1 | 15 | 107 |
| | | 8 | 3 | 12 | 23 | — | 1 | 1 | 2 | 25 | 1,511 | 1,132 | 5,478 | 8,121 | 2 | 55 | 301 |
| Victoria | 1874 | — | 2 | — | 2 | — | — | — | — | 2 | — | 112 | — | 112 | — | 3 | 17 |
| | 1875 | 3 | 1 | — | 4 | 1 | — | 2 | 3 | 7 | 544 | 456 | 234 | 1,234 | — | 29 | 79 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 36 | — | — | 36 | — | 3 | — |
| | | 4 | 3 | — | 7 | 1 | — | 2 | 3 | 10 | 580 | 568 | 234 | 1,382 | — | 35 | 96 |
| Western Australia | 1875 | 7 | 1 | 2 | 10 | — | — | — | — | 10 | 708 | 86 | 260 | 1,054 | 61 | 80 | 13 |
| Fiji Islands | 1875 | 2 | — | — | 2 | — | — | — | — | 2 | 96 | — | — | 96 | — | 9 | — |
| New Zealand | 1874 | 2 | — | — | 2 | — | — | — | — | 2 | 90 | — | — | 90 | 7 | — | — |
| | 1875 | 18 | 23 | 14 | 55 | — | 1 | 9 | 10 | 65 | 905 | 2,860 | 1,743 | 5,508 | 38 | 158 | 288 |
| | 1876 | 4 | 6 | 7 | 17 | — | — | — | — | 17 | 277 | 390 | 3,209 | 3,876 | — | 33 | 448 |
| | | 24 | 29 | 21 | 74 | — | 1 | 9 | 10 | 84 | 1,272 | 3,250 | 4,952 | 9,474 | 45 | 191 | 736 |
| Tasmania | 1875 | 5 | 1 | 1 | 7 | — | — | 1 | 1 | 8 | 2,236 | 8 | 541 | 2,785 | — | 61 | 47 |
| | 1876 | 1 | 1 | — | 2 | — | — | — | — | 2 | 13 | 21 | — | 34 | — | 6 | — |
| | | 6 | 2 | 1 | 9 | — | — | 1 | 1 | 10 | 2,249 | 29 | 541 | 2,819 | — | 67 | 47 |
| Summary of all Wrecks, &c. on Coasts of British Possessions Abroad, as reported to the Board of Trade during the Year 1875-6 | 1873 | 1 | — | — | 1 | — | — | — | — | 1 | 31 | — | — | 31 | — | 8 | — |
| | 1874 | 6 | 5 | 4 | 15 | — | — | — | — | 15 | 392 | 372 | 1,173 | 1,937 | 14 | 25 | 294 |
| | 1875 | 214 | 135 | 91 | 440 | 8 | 17 | 58 | 83 | 523 | 47,362 | 48,942 | 55,310 | 151,614 | 261 | 2,831 | 5,529 |
| | 1876 | 80 | 46 | 47 | 173 | 2 | 28 | 29 | 59 | 232 | 24,165 | 32,678 | 46,974 | 103,817 | 41 | 1,242 | 3,958 |
| | | 301 | 186 | 142 | 629 | 10 | 45 | 87 | 142 | 771 | 71,950 | 81,992 | 103,457 | 257,399 | 316 | 4,106 | 9,781 |
| Total No. of Wrecks, &c. reported in - | 1868 | 253 | 32 | — | 285 | 1 | 2 | — | 3 | 288 | 70,161 | 8,033 | — | 78,194 | 277 | 4,119 | |
| | 1869 | 207 | 25 | — | 232 | 2 | 9 | — | 11 | 243 | 67,708 | 11,586 | — | 79,294 | 206 | 3,232 | |
| | 1870 | 251 | 87 | — | 338 | 7 | 35 | — | 42 | 380 | 65,561 | 52,906 | — | 118,467 | 382 | 5,758 | |
| | 1871 | 265 | 111 | — | 376 | — | 25 | — | 25 | 401 | 62,056 | 51,340 | — | 113,396 | 319 | 5,872 | |
| | 1872 | 353 | 145 | — | 498 | 5 | 50 | — | 55 | 553 | 100,157 | 75,719 | — | 175,876 | 479 | 9,901 | |
| | 1873 (Jan. to June) | 131 | 62 | — | 193 | 2 | 9 | — | 11 | 204 | 41,666 | 30,359 | — | 72,025 | 699 | 2,903 | |
| | 1873-4 | 418 | 364 | — | 782 | 9 | 75 | — | 84 | 866 | 108,657 | 148,565 | — | 257,222 | 569 | 6,764 | 6,819 |
| | | | | | | | | | | | | | | | | 13,583 | |
| | 1874-5 | 309 | 239 | 98 | 646 | 15 | 42 | 72 | 129 | 775 | 80,742 | 107,422 | 88,560 | 276,724 | 581 | 3,581 | 9,742 |
| | | | | | | | | | | | | | | | | 13,323 | |
| | 1875-6 | 301 | 186 | 142 | 629 | 10 | 45 | 87 | 142 | 771 | 72,950 | 81,992 | 103,457 | 257,399 | 316 | 4,106 | 9,781 |
| | | | | | | | | | | | | | | | | 13,887 | |
| Total No. reported in 8½ years - | - - | 2,488 | 1,251 | 240 | 3,979 | 51 | 292 | 159 | 502 | 4,481 | 668,658 | 567,922 | 192,017 | 1,428,597 | 3,828 | 72,578 | |

## Table 28. NUMBER of VESSELS, distinguishing BRITISH from FOREIGN.

| British or Foreign. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| British - - | 256 | 157 | 131 | 544 | 10 | 36 | 78 | 124 | 668 | 55,310 | 64,980 | 92,080 | 212,370 | 311 | 3,307 | 8,770 |
| Foreign - - | 45 | 29 | 11 | 85 | — | 9 | 9 | 18 | 103 | 16,640 | 17,012 | 11,377 | 45,029 | 5 | 799 | 1,011 |
| Total | 301 | 186 | 142 | 629 | 10 | 45 | 87 | 142 | 771 | 71,950 | 81,992 | 103,457 | 257,399 | 316 | 4,106 | 9,781 |

## Table 29. NUMBER of FOREIGN VESSELS, showing the COUNTRIES to which they belonged.

| Foreign. | Nature of Casualty. | | | | | | | | | Tonnage of vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in |
| | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| Belgium - - | — | 1 | — | 1 | — | — | — | — | 1 | — | 646 | — | 646 | — | — | 1 |
| Denmark - - | — | — | — | — | — | — | 1 | 1 | 1 | — | — | 120 | 120 | — | — | |
| Dominica - - | 1 | — | — | 1 | — | — | — | — | 1 | 3 | — | — | 3 | — | 5 | — |
| France - - - | 1 | 1 | 1 | 3 | — | 5 | 5 | 10 | 13 | 414 | 2,471 | 2,736 | 5,621 | — | 15 | 28 |
| Germany - - | 8 | 3 | 1 | 12 | — | 1 | — | 1 | 13 | 1,714 | 980 | 935 | 3,629 | 1 | 68 | 4 |
| Holland - - | — | 1 | 1 | 2 | — | — | — | — | 2 | — | 1,701 | 954 | 2,655 | — | — | 11 |
| Italy - - | 2 | 1 | — | 3 | — | — | — | — | 3 | 1,601 | 459 | — | 2,060 | — | 58 | — |
| Norway - - | 4 | 9 | 1 | 14 | — | 2 | — | 2 | 16 | 2,757 | 5,832 | 282 | 8,871 | — | 56 | 15 |
| Portugal - - | 2 | — | 1 | 3 | — | — | — | — | 3 | 275 | — | 94 | 369 | 3 | 117 | |
| Russia - - | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 262 | 262 | — | — | |
| Sweden - - | — | — | — | — | — | — | 1 | 1 | 1 | — | — | 544 | 544 | — | — | 1 |
| Turkey - - - | — | — | — | — | — | 1 | — | 1 | 1 | — | 793 | — | 793 | — | — | 6 |
| United States of America | 27 | 13 | 5 | 45 | — | — | 2 | 2 | 47 | 9,876 | 4,130 | 5,450 | 19,456 | 1 | 480 | 28 |
| Total - | 45 | 29 | 11 | 85 | — | 9 | 9 | 18 | 103 | 16,640 | 17,012 | 11,377 | 45,029 | 5 | 799 | 1,01 |

# PART IV.

**ABSTRACT of the RETURNS made to the BOARD of TRADE in the YEAR 1875-6, of the WRECKS, CASUALTIES, and COLLISIONS which occurred to BRITISH VESSELS elsewhere than on and near the Coasts of the United Kingdom, and of British Possessions abroad.**

## Table 30. Wrecks, &c. on the COASTS OF EUROPE.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew Passengers. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | |
| Azores - | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 77 | — | — | 77 | — | 5 |
| Belgium - | 1875 | — | 4 | 3 | 7 | — | 1 | — | 1 | 8 | — | 3,418 | 1,913 | 5,331 | — | — |
| | 1876 | — | 3 | 1 | 4 | — | 7 | — | 7 | 11 | — | 7,520 | 47 | 7,567 | — | — |
| | | — | 7 | 4 | 11 | — | 8 | — | 8 | 19 | — | 10,938 | 1,960 | 12,898 | — | — |
| Denmark - | 1875 | 7 | 9 | 11 | 27 | — | — | 4 | 4 | 31 | 1,612 | 2,031 | 4,089 | 7,732 | 11 | 50 |
| | 1876 | 3 | 8 | 4 | 15 | — | 1 | 4 | 5 | 20 | 588 | 2,447 | 3,590 | 6,625 | — | 47 |
| | | 10 | 17 | 15 | 42 | — | 1 | 8 | 9 | 51 | 2,200 | 4,478 | 7,679 | 14,357 | 11 | 97 |
| France - | 1875 | 12 | 9 | 21 | 42 | — | 1 | 23 | 24 | 66 | 6,734 | 2,620 | 16,949 | 26,303 | 26 | 352 |
| | 1876 | 6 | 22 | 14 | 42 | — | 5 | 17 | 22 | 64 | 1,507 | 8,859 | 12,744 | 23,110 | 1 | 62 |
| | | 18 | 31 | 35 | 84 | — | 6 | 40 | 46 | 130 | 8,241 | 11,479 | 29,693 | 49,413 | 27 | 414 |
| Germany - | 1875 | 5 | 7 | 23 | 35 | 1 | 3 | 12 | 16 | 51 | 1,586 | 4,008 | 16,159 | 21,753 | — | 54 |
| | 1876 | 4 | 10 | 17 | 31 | — | 3 | 11 | 14 | 45 | 815 | 5,534 | 17,118 | 23,467 | — | 26 |
| | | 9 | 17 | 40 | 66 | 1 | 6 | 23 | 30 | 96 | 2,401 | 9,542 | 33,277 | 45,220 | — | 80 |
| Greece - | 1875 | — | — | 1 | 1 | — | — | 3 | 3 | 4 | — | — | 2,689 | 2,689 | — | — |
| | 1876 | — | 1 | — | 1 | — | — | 1 | 1 | 2 | — | 58 | 379 | 437 | — | — |
| | | — | 1 | 1 | 2 | — | — | 4 | 4 | 6 | — | 58 | 3,068 | 3,126 | — | — |
| Holland - | 1875 | 7 | 7 | 13 | 27 | — | 1 | 11 | 12 | 39 | 2,606 | 1,471 | 11,752 | 15,829 | 11 | 109 |
| | 1876 | 1 | 10 | 10 | 21 | — | 4 | 7 | 11 | 32 | 836 | 5,390 | 8,033 | 14,259 | — | 25 |
| | | 8 | 17 | 23 | 48 | — | 5 | 18 | 23 | 71 | 3,442 | 6,861 | 19,785 | 30,088 | 11 | 134 |
| Iceland - | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 157 | — | 157 | — | — |
| Italy - | 1875 | 2 | 4 | 2 | 8 | — | — | — | — | 8 | 609 | 1,741 | 1,205 | 3,555 | — | 12 |
| | 1876 | 1 | 4 | 1 | 6 | — | — | 1 | 1 | 7 | 116 | 1,868 | 2,247 | 4,231 | — | 20 |
| | | 3 | 8 | 3 | 14 | — | — | 1 | 1 | 15 | 725 | 3,609 | 3,452 | 7,786 | — | 32 |

## Table 30. Wrecks, &c. on the COASTS OF EUROPE—*continued.*

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| Norway | 1875 | 3 | 1 | 2 | 6 | — | — | — | — | 6 | 652 | 402 | 324 | 1,378 | 6 | 44 | 14 |
| | 1876 | — | 1 | — | 1 | — | — | — | — | 1 | — | 518 | — | 518 | — | — | 31 |
| | | 3 | 2 | 2 | 7 | — | — | — | — | 7 | 652 | 920 | 324 | 1,896 | 6 | 44 | 45 |
| Portugal | 1875 | 1 | 2 | 7 | 10 | — | — | 2 | 2 | 12 | 609 | 485 | 6,686 | 7,780 | — | 23 | 211 |
| | 1876 | 3 | 5 | 4 | 12 | — | — | — | — | 12 | 2,706 | 1,487 | 1,006 | 5,199 | — | 82 | 97 |
| | | 4 | 7 | 11 | 22 | — | — | 2 | 2 | 24 | 3,315 | 1,972 | 7,692 | 12,979 | — | 105 | 308 |
| Russia | 1875 | 4 | 6 | 12 | 22 | — | 2 | 2 | 4 | 26 | 1,015 | 4,320 | 6,697 | 12,032 | — | 47 | 331 |
| | 1876 | 2 | 2 | 3 | 7 | — | — | 1 | 1 | 8 | 1,481 | 1,034 | 3,216 | 5,731 | — | 38 | 114 |
| | | 6 | 8 | 15 | 29 | — | 2 | 3 | 5 | 34 | 2,496 | 5,354 | 9,913 | 17,763 | — | 85 | 445 |
| Spain | 1875 | 6 | 1 | 2 | 9 | — | 1 | — | 1 | 10 | 3,308 | 271 | 1,387 | 4,966 | 8 | 140 | 69 |
| | 1876 | 3 | 5 | 2 | 10 | — | 2 | 4 | 6 | 16 | 1,246 | 2,157 | 2,546 | 5,949 | 10 | 33 | 169 |
| | | 9 | 6 | 4 | 19 | — | 3 | 4 | 7 | 26 | 4,554 | 2,428 | 3,933 | 10,915 | 18 | 173 | 238 |
| Sweden | 1875 | 8 | 11 | 10 | 29 | — | 1 | — | 1 | 30 | 2,772 | 5,439 | 5,067 | 13,278 | — | 89 | 341 |
| | 1876 | — | 5 | 4 | 9 | — | — | 1 | 1 | 10 | — | 3,056 | 2,085 | 5,141 | — | — | 143 |
| | | 8 | 16 | 14 | 38 | — | 1 | 1 | 2 | 40 | 2,772 | 8,495 | 7,152 | 18,419 | — | 89 | 484 |
| Turkey - in-Europe | 1875 | 2 | 6 | 8 | 16 | 1 | — | 6 | 7 | 23 | 634 | 3,521 | 8,669 | 12,824 | 10 | 12 | 373 |
| | 1876 | — | 6 | 8 | 14 | — | 4 | — | 4 | 18 | — | 5,320 | 5,322 | 10,642 | — | — | 316 |
| | | 2 | 12 | 16 | 30 | 1 | 4 | 6 | 11 | 41 | 634 | 8,841 | 13,991 | 23,466 | 10 | 12 | 689 |
| Summary of wrecks on coasts and ds of Europe ported to the d of Trade, ng the year -6 | 1875 | 58 | 68 | 115 | 241 | 2 | 10 | 63 | 75 | 316 | 22,214 | 29,884 | 83,586 | 135,684 | 72 | 937 | 4,003 |
| | 1876 | 23 | 82 | 68 | 173 | — | 26 | 47 | 73 | 246 | 9,295 | 45,248 | 58,333 | 112,876 | 11 | 333 | 3,396 |
| | | 81 | 150 | 183 | 414 | 2 | 36 | 110 | 148 | 562 | 31,509 | 75,132 | 141,919 | 248,560 | 83 | 1,270 | 7,399 |

## Table 31. Wrecks, &c. on the COASTS OF ASIA.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of vessels lost or damaged. | | | | Number of Crew a Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| Arabia | 1875 | 1 | — | 1 | 2 | — | — | — | — | 2 | 688 | — | 859 | 1,547 | — | 601 | |
| | 1876 | 1 | 1 | — | 2 | — | — | — | — | 2 | 620 | 1,304 | — | 1,924 | — | 26 | |
| | | 2 | 1 | 1 | 4 | — | — | — | — | 4 | 1,308 | 1,304 | 859 | 3,471 | — | 627 | |
| Bintang Island | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 381 | — | 381 | — | — | |
| Celebes | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 638 | — | 638 | — | — | |
| China | 1875 | 8 | 2 | 3 | 13 | — | — | 3 | 3 | 16 | 5,154 | 1,562 | 3,368 | 10,084 | 59 | 264 | |
| | 1876 | 2 | 4 | 2 | 8 | — | — | 1 | 1 | 9 | 770 | 1,283 | 3,813 | 5,866 | — | 118 | |
| | | 10 | 6 | 5 | 21 | — | — | 4 | 4 | 25 | 5,924 | 2,845 | 7,181 | 15,950 | 59 | 382 | 1, |
| Floris Island | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 891 | — | 891 | — | 384 | |
| Japan | 1874 | 1 | — | — | 1 | — | — | — | — | 1 | 62 | — | — | 62 | — | 12 | |
| | 1875 | 1 | — | 1 | 2 | — | — | — | — | 2 | 396 | — | 359 | 755 | — | 14 | |
| | | 2 | — | 1 | 3 | — | — | — | — | 3 | 458 | — | 359 | 817 | — | 26 | |
| Java | 1875 | 3 | 3 | 4 | 10 | — | — | 1 | 1 | 11 | 1,851 | 2,690 | 3,250 | 7,791 | 3 | 32 | |
| | 1876 | 1 | — | 1 | 2 | — | — | — | — | 2 | 339 | — | 377 | 716 | 4 | 42 | |
| | | 4 | 3 | 5 | 12 | — | — | 1 | 1 | 13 | 2,190 | 2,690 | 3,627 | 8,507 | 7 | 74 | |
| Laccadive Islands | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 259 | — | — | 259 | — | 10 | |
| Loo Choo Islands | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 690 | — | — | 690 | — | 19 | |
| Philippine Islands | 1875 | 2 | — | 1 | 3 | — | — | — | — | 3 | 1,415 | — | 723 | 2,138 | — | 34 | |
| Siam | 1875 | — | — | — | — | — | 1 | — | 1 | 1 | — | 933 | — | 933 | — | — | |
| Sumatra | 1875 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 766 | 766 | — | — | |
| Turkey-in-Asia | 1875 | 2 | 3 | 2 | 7 | — | — | 3 | 3 | 10 | 671 | 1,193 | 1,813 | 3,677 | — | 21 | |
| | 1876 | — | — | 4 | 4 | — | — | — | — | 4 | — | — | 1,767 | 1,767 | — | — | |
| | | 2 | 3 | 6 | 11 | — | — | 3 | 3 | 14 | 671 | 1,193 | 3,580 | 5,444 | — | 21 | |
| Summary of Wrecks, &c. on Coasts and Islands of Asia, as reported to the Board of Trade during the Year 1875-6 | 1874 | 1 | — | — | 1 | — | — | — | — | 1 | 62 | — | — | 62 | — | 12 | |
| | 1875 | 18 | 11 | 13 | 42 | — | 1 | 7 | 8 | 50 | 10,434 | 8,288 | 11,138 | 29,860 | 62 | 1,360 | 1,7 |
| | 1876 | 5 | 5 | 7 | 17 | — | — | 1 | 1 | 18 | 2,419 | 2,587 | 5,957 | 10,963 | 4 | 205 | 4 |
| | | 24 | 16 | 20 | 60 | — | 1 | 8 | 9 | 69 | 12,915 | 10,875 | 17,095 | 40,885 | 66 | 1,577 | 2,1 |

## Table 32. Wrecks, &c. on the COASTS OF AFRICA.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| frica, East Coast - | 1875 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 494 | 494 | — | — | 70 |
| frica, West Coast - | 1875 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 686 | 686 | — | — | 44 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 261 | — | — | 261 | — | 18 | — |
| | | 1 | — | 1 | 2 | — | — | — | — | 2 | 261 | — | 686 | 947 | — | 18 | 44 |
| lgeria - | 1875 | — | 1 | 1 | 2 | — | — | — | — | 2 | — | 534 | 794 | 1,328 | — | — | 45 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 341 | — | — | 341 | — | 9 | — |
| | | 1 | 1 | 1 | 3 | — | — | — | — | 3 | 341 | 534 | 794 | 1,669 | — | 9 | 45 |
| anary Islands | 1876 | 2 | — | — | 2 | — | — | — | — | 2 | 331 | — | — | 331 | — | 15 | — |
| ape Verde Islands - | 1876 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 1,421 | 1,421 | — | — | 35 |
| rozet Island - | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 1,472 | — | — | 1,472 | 44 | 44 | — |
| gypt - | 1875 | — | 1 | 4 | 5 | — | — | — | — | 5 | — | 1,285 | 3,469 | 4,754 | — | — | 415 |
| | 1876 | 1 | 2 | 3 | 6 | — | 1 | 1 | 2 | 8 | 1,044 | 2,139 | 3,588 | 6,771 | — | 25 | 206 |
| | | 1 | 3 | 7 | 11 | — | 1 | 1 | 2 | 13 | 1,044 | 3,424 | 7,057 | 11,525 | — | 25 | 621 |
| adagascar - | 1875 | 2 | — | — | 2 | — | — | — | — | 2 | 591 | — | — | 591 | — | 43 | — |
| adeira - | 1875 | — | — | — | — | — | — | 1 | 1 | 1 | — | — | 1,194 | 1,194 | — | — | 59 |
| | 1876 | 2 | — | — | 2 | 1 | — | 1 | 2 | 4 | 531 | — | 1,520 | 2,051 | — | 22 | 130 |
| | | 2 | — | — | 2 | 1 | — | 2 | 3 | 5 | 531 | — | 2,714 | 3,245 | — | 22 | 189 |
| orocco - | 1875 | — | 2 | 2 | 4 | — | — | — | — | 4 | — | 244 | 879 | 1,123 | — | 60 | 29 |
| | 1876 | 1 | — | 3 | 4 | — | — | — | — | 4 | 102 | — | 388 | 490 | — | 6 | 18 |
| | | 1 | 2 | 5 | 8 | — | — | — | — | 8 | 102 | 244 | 1,267 | 1,613 | — | 66 | 47 |
| mmary of Wrecks, &c. on oasts and Islands of Africa, as ported to the oard of Trade uring the Year 875-6 - - | 1875 | 3 | 4 | 9 | 16 | — | — | 1 | 1 | 17 | 2,063 | 2,063 | 7,516 | 11,642 | 44 | 147 | 662 |
| | 1876 | 8 | 2 | 7 | 17 | 1 | 1 | 2 | 4 | 21 | 2,610 | 2,139 | 6,917 | 11,666 | — | 95 | 389 |
| | | 11 | 6 | 16 | 33 | 1 | 1 | 3 | 5 | 38 | 4,673 | 4,202 | 14,433 | 23,308 | 44 | 242 | 1,051 |

## Table 33. Wrecks, &c. on the COASTS OF NORTH AMERICA.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew a Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| Costa Rica - | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 241 | — | — | 241 | — | 50 | |
| Cuba - - | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 322 | — | — | 322 | — | 9 | |
| | 1876 | — | 1 | — | 1 | — | — | — | — | 1 | — | 185 | — | 185 | — | — | |
| | | 1 | 1 | — | 2 | — | — | — | — | 2 | 322 | 185 | — | 507 | — | 9 | |
| Greenland - | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 390 | — | — | 390 | — | 10 | |
| Hayti - - | 1875 | 2 | — | 1 | 3 | — | — | — | — | 3 | 543 | — | 277 | 820 | 13 | 7 | |
| Martinique - | 1875 | 3 | — | — | 3 | — | — | — | — | 3 | 34 | — | — | 34 | 16 | 16 | |
| | 1876 | — | — | — | — | 1 | — | — | 1 | 1 | 49 | — | — | 49 | 6 | 13 | |
| | | 3 | — | — | 3 | 1 | — | — | 1 | 4 | 83 | — | — | 83 | 22 | 29 | |
| Porto Rico - | 1876 | 2 | — | — | 2 | — | — | — | — | 2 | 527 | — | — | 527 | — | 19 | |
| St. Pierre (Miquelon) - | 1875 | 4 | 1 | — | 5 | — | — | — | — | 5 | 2,450 | 152 | — | 2,602 | — | 51 | |
| | 1876 | 2 | — | — | 2 | — | — | — | — | 2 | 534 | — | — | 534 | — | 26 | |
| | | 6 | 1 | — | 7 | — | — | — | — | 7 | 2,984 | 152 | — | 3,136 | — | 77 | |
| St. Thomas - | 1876 | — | 1 | — | 1 | — | — | — | — | 1 | — | 1,029 | — | 1,029 | — | — | |
| United States of America - | 1875 | 3 | 19 | 3 | 25 | — | 5 | 4 | 9 | 34 | 1,264 | 8,587 | 5,511 | 15,362 | — | 53 | |
| | 1876 | 5 | 16 | 8 | 29 | 1 | 7 | 3 | 11 | 40 | 3,611 | 13,323 | 7,250 | 24,184 | 16 | 94 | |
| | | 8 | 35 | 11 | 54 | 1 | 12 | 7 | 20 | 74 | 4,875 | 21,910 | 12,761 | 39,546 | 16 | 147 | 1, |
| Summary of Wrecks, &c. on Coasts and Islands of North America, as reported to the Board of Trade during the year 1875-6 - | 1875 | 14 | 20 | 4 | 38 | — | 5 | 4 | 9 | 47 | 4,854 | 8,739 | 5,788 | 19,381 | 29 | 186 | |
| | 1876 | 10 | 18 | 8 | 36 | 2 | 7 | 3 | 12 | 48 | 5,111 | 14,537 | 7,250 | 26,898 | 22 | 162 | |
| | | 24 | 38 | 12 | 74 | 2 | 12 | 7 | 21 | 95 | 9,965 | 23,276 | 13,038 | 46,279 | 51 | 348 | 11 |

## Table 34. Wrecks, &c. on the COASTS OF SOUTH AMERICA.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| rgentine Confederation | 1875 | — | 1 | 1 | 2 | — | — | — | — | 2 | — | 350 | 395 | 745 | — | — | 26 |
| | 1876 | — | — | — | — | — | — | 1 | 1 | 1 | — | — | 1,122 | 1,122 | — | — | 37 |
| | | — | 1 | 1 | 2 | — | — | 1 | 1 | 3 | — | 350 | 1,517 | 1,867 | — | — | 63 |
| razil | 1875 | 5 | 4 | 7 | 16 | — | 2 | 3 | 5 | 21 | 1,188 | 3,806 | 6,027 | 11,021 | — | 27 | 860 |
| | 1876 | 1 | 3 | 1 | 5 | — | — | — | — | 5 | 136 | 607 | 955 | 1,698 | — | 18 | 64 |
| | | 6 | 7 | 8 | 21 | — | 2 | 3 | 5 | 26 | 1,324 | 4,413 | 6,982 | 12,719 | — | 45 | 924 |
| hili | 1875 | — | 3 | — | 3 | 1 | 3 | — | 4 | 7 | 650 | 5,108 | — | 5,758 | 7 | 3 | 188 |
| | 1876 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 2,283 | 2,283 | — | — | 115 |
| | | — | 3 | 1 | 4 | 1 | 3 | — | 4 | 8 | 650 | 5,108 | 2,283 | 8,041 | 7 | 3 | 303 |
| Colombia, United States of | 1875 | — | 1 | — | 1 | — | — | — | — | 1 | — | 1,199 | — | 1,199 | — | 27 | — |
| | 1876 | — | — | — | — | — | — | 2 | 2 | 2 | — | — | 3,011 | 3,011 | — | — | 151 |
| | | — | 1 | — | 1 | — | — | 2 | 2 | 3 | — | 1,199 | 3,011 | 4,210 | — | 27 | 151 |
| Patagonia | 1875 | 2 | — | 1 | 3 | — | — | — | — | 3 | 1,463 | — | 1,472 | 2,935 | 11 | 20 | 86 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 544 | — | — | 544 | — | 17 | — |
| | | 3 | — | 1 | 4 | — | — | — | — | 4 | 2,007 | — | 1,472 | 3,479 | 11 | 37 | 86 |
| Peru | 1875 | 1 | — | 4 | 5 | — | — | — | — | 5 | 44 | — | 3,576 | 3,620 | 1 | 11 | 76 |
| | 1876 | 1 | — | 1 | 2 | — | — | — | — | 2 | 1,709 | — | 1,245 | 2,954 | — | 30 | 29 |
| | | 2 | — | 5 | 7 | — | — | — | — | 7 | 1,753 | — | 4,821 | 6,574 | 1 | 41 | 105 |
| Uruguay | 1875 | 1 | 2 | — | 3 | — | — | — | — | 3 | 325 | 626 | — | 951 | — | 9 | 27 |
| Venezuela | 1874 | 1 | — | — | 1 | — | — | — | — | 1 | 376 | — | — | 376 | — | — | 12 |
| | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 142 | — | — | 142 | — | 7 | — |
| | | 2 | — | — | 2 | — | — | — | — | 2 | 518 | — | — | 518 | — | 7 | 12 |
| Summary of Wrecks, &c. on Coasts of South America, as reported to the Board of Trade during the year 1875-6 | 1874 | 1 | — | — | 1 | — | — | — | — | 1 | 376 | — | — | 376 | — | — | 12 |
| | 1875 | 10 | 11 | 13 | 34 | 1 | 5 | 3 | 9 | 43 | 3,812 | 11,089 | 11,470 | 26,371 | 19 | 104 | 1,263 |
| | 1876 | 3 | 3 | 3 | 9 | — | — | 3 | 3 | 12 | 2,389 | 607 | 8,616 | 11,612 | — | 65 | 396 |
| | | 14 | 14 | 16 | 44 | 1 | 5 | 6 | 12 | 56 | 6,577 | 11,696 | 20,086 | 38,359 | 19 | 169 | 1,671 |

## Table 35. Wrecks, &c. on the ISLANDS OF POLYNESIA.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| Chesterfield Reefs | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 734 | — | — | 734 | 16 | 17 | — |
| New Caledonia | 1875 | 3 | — | — | 3 | — | — | — | — | 3 | 754 | — | — | 754 | — | 23 | — |
| | 1876 | — | 1 | — | 1 | — | — | — | — | 1 | — | 412 | — | 412 | — | 12 | — |
| | | 3 | 1 | — | 4 | — | — | — | — | 4 | 754 | 412 | — | 1,166 | — | 35 | — |
| Oëno Island - | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 1,009 | — | — | 1,009 | — | 23 | — |
| Sandwich Islands | 1875 | — | — | — | — | — | 1 | 1 | 2 | 2 | — | 1,174 | 1,972 | 3,146 | — | — | 70 |
| Solomon Group | 1875 | 1 | — | — | 1 | — | — | — | — | 1 | 74 | — | — | 74 | — | 54 | — |
| Summary of Wrecks, &c. on Islands of Polynesia, as reported to the Board of Trade during the Year 1875-6 | 1875 | 6 | — | — | 6 | — | 1 | 1 | 2 | 8 | 2,571 | 1,174 | 1,972 | 5,717 | 16 | 117 | 70 |
| | 1876 | — | 1 | — | 1 | — | — | — | — | 1 | — | 412 | — | 412 | — | 12 | — |
| | | 6 | 1 | — | 7 | — | 1 | 1 | 2 | 9 | 2,571 | 1,586 | 1,972 | 6,129 | 16 | 129 | 70 |

## Table 36. Wrecks, &c. at SEA.

| Country. | Year in which Wrecks, &c. happened. | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| ic Ocean - | 1876 | 1 | — | 1 | 2 | — | — | — | — | 2 | 264 | — | 255 | 519 | 1 | 9 | 67 |
| ntic Ocean, orth - | 1873 | 2 | — | — | 2 | — | — | — | — | 2 | 295 | — | — | 295 | 10 | 4 | — |
| | 1874 | 2 | 3 | 2 | 7 | — | — | 1 | 1 | 8 | 856 | 1,666 | 2,113 | 4,635 | 27 | — | 99 |
| | 1875 | 45 | 138 | 171 | 354 | — | 5 | 10 | 15 | 369 | 24,135 | 71,373 | 76,223 | 171,731 | 228 | 604 | 5,492 |
| | 1876 | 27 | 106 | 140 | 273 | — | 8 | 3 | 11 | 284 | 15,308 | 55,102 | 81,860 | 152,270 | 227 | 312 | 4,653 |
| | | 76 | 247 | 313 | 636 | — | 13 | 14 | 27 | 663 | 40,594 | 128,141 | 160,196 | 328,931 | 492 | 920 | 10,244 |
| ntic Ocean, uth - | 1874 | — | — | 2 | 2 | — | — | — | — | 2 | — | — | 1,278 | 1,278 | — | — | 36 |
| | 1875 | 5 | 33 | 46 | 84 | — | 1 | 4 | 5 | 89 | 4,788 | 25,945 | 37,827 | 68,560 | 67 | 42 | 2,191 |
| | 1876 | 1 | 10 | 9 | 20 | — | — | — | — | 20 | 889 | 8,852 | 6,072 | 15,813 | — | 18 | 354 |
| | | 6 | 43 | 57 | 106 | — | 1 | 4 | 5 | 111 | 5,677 | 34,797 | 45,177 | 85,651 | 67 | 60 | 2,581 |
| ic Sea - | 1875 | 1 | 19 | 8 | 28 | 1 | 2 | 1 | 4 | 32 | 483 | 4,935 | 2,605 | 8,023 | — | 17 | 271 |
| | 1876 | — | 9 | 5 | 14 | — | — | 1 | 1 | 15 | — | 5,585 | 3,585 | 9,170 | — | — | 271 |
| | | 1 | 28 | 13 | 42 | 1 | 2 | 2 | 5 | 47 | 483 | 10,520 | 6,190 | 17,193 | — | 17 | 542 |
| gal, Bay of | 1875 | 2 | 3 | 3 | 8 | — | — | — | — | 8 | 264 | 3,143 | 2,110 | 5,517 | — | 27 | 112 |
| | 1876 | 1 | — | — | 1 | — | — | — | — | 1 | 1,047 | — | — | 1,047 | — | 24 | — |
| | | 3 | 3 | 3 | 9 | — | — | — | — | 9 | 1,311 | 3,143 | 2,110 | 6,564 | — | 51 | 112 |
| ay, Bay of | 1875 | 3 | 25 | 18 | 46 | — | — | — | — | 46 | 901 | 9,826 | 9,540 | 20,267 | 14 | 22 | 660 |
| | 1876 | — | 6 | 24 | 30 | — | — | 1 | 1 | 31 | — | 3,818 | 12,509 | 16,327 | — | — | 589 |
| | | 3 | 31 | 42 | 76 | — | — | 1 | 1 | 77 | 901 | 13,644 | 22,049 | 36,594 | 14 | 22 | 1,249 |
| k Sea - | 1875 | — | 1 | 2 | 3 | — | — | — | — | 3 | — | 329 | 613 | 942 | — | — | 31 |
| bean Sea - | 1875 | 5 | 5 | — | 10 | — | — | — | — | 10 | 626 | 781 | — | 1,407 | 34 | 22 | 46 |
| | 1876 | 1 | 1 | — | 2 | — | — | — | — | 2 | 48 | 4 | — | 52 | 5 | 12 | 3 |
| | | 6 | 6 | — | 12 | — | — | — | — | 12 | 674 | 785 | — | 1,459 | 39 | 34 | 49 |
| gat - | 1875 | — | 11 | 1 | 12 | 1 | 1 | 1 | 3 | 15 | 132 | 2,431 | 796 | 3,359 | — | 12 | 116 |
| | 1876 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 92 | 92 | — | — | 6 |
| | | — | 11 | 2 | 13 | 1 | 1 | 1 | 3 | 16 | 132 | 2,431 | 888 | 3,451 | — | 12 | 122 |
| a Sea - | 1875 | 1 | 5 | 9 | 15 | — | — | 1 | 1 | 16 | 573 | 5,072 | 8,224 | 13,869 | — | 18 | 872 |
| | 1876 | — | 3 | 1 | 4 | — | — | — | — | 4 | — | 714 | 948 | 1,662 | — | - | 63 |
| | | 1 | 8 | 10 | 19 | — | — | 1 | 1 | 20 | 573 | 5,786 | 9,172 | 15,531 | — | 18 | 935 |
| ish Chan- - - | 1873 | 1 | — | — | 1 | — | — | — | — | 1 | 53 | — | — | 53 | 3 | — | — |
| | 1875 | 3 | 22 | 28 | 53 | 1 | 1 | 8 | 10 | 63 | 420 | 9,437 | 12,476 | 22,333 | 19 | 5 | 837 |
| | 1876 | 3 | 14 | 20 | 37 | 1 | 3 | 2 | 6 | 43 | 996 | 6,894 | 4,589 | 12,479 | 10 | 28 | 412 |
| | | 7 | 36 | 48 | 91 | 2 | 4 | 10 | 16 | 107 | 1,469 | 16,331 | 17,065 | 34,865 | 32 | 33 | 1,249 |

## Table 36. Wrecks, &c. at SEA—*continued.*

| Country. | Year in which Wrecks, &c. happened | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in |
| | | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| Indian Ocean | 1874 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 996 | 996 | — | — | 2 |
| | 1875 | 11 | 44 | 37 | 92 | — | — | — | — | 92 | 12,807 | 27,356 | 26,989 | 67,152 | 206 | 85 | 1,51 |
| | 1876 | 3 | 9 | 6 | 18 | — | — | — | — | 18 | 2,677 | 6,325 | 4,824 | 13,826 | 23 | 77 | 25 |
| | | 14 | 53 | 44 | 111 | — | — | — | — | 111 | 15,484 | 33,681 | 32,809 | 81,974 | 229 | 162 | 1,78 |
| Mediterranean | 1875 | 1 | 24 | 20 | 45 | 1 | 2 | 4 | 7 | 52 | 564 | 10,758 | 10,195 | 21,517 | — | 19 | 71 |
| | 1876 | 1 | 5 | 17 | 23 | — | 2 | — | 2 | 25 | 206 | 4,330 | 10,931 | 15,467 | 1 | 39 | 46 |
| | | 2 | 29 | 37 | 68 | 1 | 4 | 4 | 9 | 77 | 770 | 15,088 | 21,126 | 36,984 | 1 | 58 | 1,17 |
| Mexico, Gulf of | 1875 | 1 | 2 | — | 3 | — | — | — | — | 3 | 136 | 396 | — | 532 | — | 7 | 1 |
| | 1876 | — | 6 | — | 6 | — | — | — | — | 6 | — | 3,508 | — | 3,508 | — | — | 8 |
| | | 1 | 8 | — | 9 | — | — | — | — | 9 | 136 | 3,904 | — | 4,040 | — | 7 | 9 |
| North Sea | 1874 | 1 | — | 1 | 2 | — | — | — | — | 2 | 44 | — | 433 | 477 | 5 | — | 1 |
| | 1875 | 20 | 58 | 222 | 300 | 1 | 4 | 21 | 26 | 326 | 3,420 | 15,762 | 28,302 | 47,484 | 109 | 96 | 2,2 |
| | 1876 | 7 | 12 | 51 | 70 | 4 | 7 | 36 | 47 | 117 | 944 | 2,574 | 6,359 | 9,877 | 17 | 55 | 61 |
| | | 28 | 70 | 274 | 372 | 5 | 11 | 57 | 73 | 445 | 4,408 | 18,336 | 35,094 | 57,838 | 131 | 151 | 2,8 |
| Pacific Ocean, North | 1875 | 1 | 7 | — | 8 | — | — | — | — | 8 | 843 | 5,228 | — | 6,071 | 27 | — | 1 |
| Pacific Ocean, South | 1874 | — | 1 | — | 1 | — | — | — | — | 1 | — | 158 | — | 158 | — | — | |
| | 1875 | 5 | 40 | 26 | 71 | — | 2 | 1 | 3 | 74 | 3,626 | 30,077 | 24,037 | 57,740 | 59 | 47 | 1,6 |
| | 1876 | 2 | 12 | 10 | 24 | — | — | — | — | 24 | 1,010 | 6,298 | 6,078 | 13,386 | 15 | 15 | 3 |
| | | 7 | 53 | 36 | 96 | — | 2 | 1 | 3 | 99 | 4,636 | 36,533 | 30,115 | 71,284 | 74 | 62 | 2,0 |
| Red Sea | 1876 | — | 1 | — | 1 | — | — | — | — | 1 | — | 1,778 | — | 1,778 | — | — | |
| Skager Rack | 1875 | 2 | 10 | 10 | 22 | — | 2 | 2 | 4 | 26 | 211 | 2,651 | 3,237 | 6,099 | 6 | 7 | 2 |
| | 1876 | — | — | 1 | 1 | — | — | — | — | 1 | — | — | 498 | 498 | — | — | |
| | | 2 | 10 | 11 | 23 | — | 2 | 2 | 4 | 27 | 211 | 2,651 | 3,735 | 6,597 | 6 | 7 | 2 |
| Summary of Wrecks, &c. at Sea, as reported to the Board of Trade during the year 1875-6 | 1873 | 3 | — | — | 3 | — | — | — | — | 3 | 348 | — | — | 348 | 13 | 4 | |
| | 1874 | 3 | 4 | 6 | 13 | — | — | 1 | 1 | 14 | 900 | 1,824 | 4,820 | 7,544 | 32 | — | |
| | 1875 | 106 | 447 | 601 | 1,154 | 5 | 20 | 53 | 78 | 1,232 | 53,929 | 225,500 | 243,174 | 522,603 | 769 | 1,030 | 17 |
| | 1876 | 47 | 194 | 286 | 527 | 5 | 20 | 43 | 68 | 595 | 23,389 | 105,782 | 138,600 | 267,771 | 299 | 589 | 8 |
| | | 159 | 645 | 893 | 1,697 | 10 | 40 | 97 | 147 | 1,844 | 78,566 | 333,106 | 386,594 | 798,266 | 1,113 | 1,623 | 25 |

## Table 37. SUMMARY of foregoing TABLES.

| | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Wrecks, &c. other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total Losses. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. | |
| | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | | |
| Wrecks, &c. on the Coasts of Europe | 81 | 150 | 183 | 414 | 2 | 36 | 110 | 148 | 562 | 31,509 | 75,132 | 141,919 | 248,560 | 83 | 1,270 | 7,399 | |
| Do. do. do. Asia | 24 | 16 | 20 | 60 | — | 1 | 8 | 9 | 69 | 12,915 | 10,875 | 17,095 | 40,885 | 66 | 1,577 | 2,155 | |
| Do. do. do. Africa | 11 | 6 | 16 | 33 | 1 | 1 | 3 | 5 | 38 | 4,673 | 4,202 | 14,433 | 23,308 | 44 | 242 | 1,051 | |
| Do. do. do. North America | 24 | 38 | 12 | 74 | 2 | 12 | 7 | 21 | 95 | 9,965 | 23,276 | 13,038 | 46,279 | 51 | 348 | 1,542 | |
| Do. do. do. South America | 14 | 14 | 16 | 44 | 1 | 5 | 6 | 12 | 56 | 6,577 | 11,696 | 20,086 | 38,359 | 19 | 169 | 1,671 | |
| Do. do. Islands of Polynesia | 6 | 1 | — | 7 | — | 1 | 1 | 2 | 9 | 2,571 | 1,586 | 1,972 | 6,129 | 16 | 129 | 70 | |
| Do. at Sea | 159 | 645 | 893 | 1,697 | 10 | 40 | 97 | 147 | 1,844 | 78,566 | 333,106 | 386,594 | 798,266 | 1,113 | 1,623 | 25,532 | |
| Total | 319 | 870 | 1,140 | 2,329 | 16 | 96 | 232 | 344 | 2,673 | 146,776 | 459,873 | 595,137 | 1,201,786 | 1,392 | 5,358 | 39,420 | |
| Total number reported in 1866 | 686 | 178 | — | 864 | 11 | 19 | — | 30 | 894 | 265,673 | 90,177 | — | 355,850 | 1,904 | 12,708 | | |
| Do. do. 1867 | 725 | 175 | — | 900 | 20 | 15 | — | 35 | 935 | 271,063 | 73,615 | — | 344,678 | 1,660 | 11,312 | | |
| Do. do. 1868 | 664 | 237 | — | 901 | 16 | 18 | — | 34 | 935 | 252,484 | 84,797 | — | 337,281 | 1,387 | 12,183 | | |
| Do. do. 1869 | 641 | 247 | — | 888 | 23 | 50 | — | 73 | 961 | 251,518 | 102,416 | — | 353,934 | 1,682 | 11,927 | | |
| Do. do. 1870 | 626 | 442 | — | 1,068 | 32 | 108 | — | 140 | 1,208 | 224,699 | 214,750 | — | 439,449 | 2,255 | 16,075 | | |
| Do. do. 1871 | 429 | 829 | — | 1,258 | 18 | 143 | — | 161 | 1,419 | 173,902 | 426,799 | — | 600,701 | 1,351 | 21,528 | | |
| Do. do. 1872 | 483 | 1,250 | — | 1,733 | 23 | 171 | — | 194 | 1,927 | 218,216 | 561,055 | — | 779,271 | 1,501 | 27,965 | | |
| Do. do. 1873 (January to June) | 234 | 661 | — | 895 | 14 | 80 | — | 94 | 989 | 105,464 | 312,992 | — | 418,456 | 1,151 | 14,337 | | |
| Do. do. 1873–4 | 495 | 1,622 | — | 2,117 | 17 | 228 | — | 245 | 2,362 | 210,072 | 809,879 | — | 1,019,951 | 3,465 | 5,301 | 33,664 | 38,965 |
| Do. do. 1874–5 | 361 | 800 | 1,114 | 2,275 | 19 | 106 | 238 | 363 | 2,638 | 158,669 | 441,379 | 528,895 | 1,128,943 | 2,247 | 4,560 | 40,114 | 44,674 |
| Do. do. 1875–6 | 319 | 870 | 1,140 | 2,329 | 16 | 96 | 232 | 344 | 2,673 | 146,776 | 459,873 | 595,137 | 1,201,786 | 1,392 | 5,358 | 39,420 | 44,778 |
| Total Number reported in ten and a half years | 5,663 | 7,311 | 2,254 | 15,228 | 209 | 1,034 | 470 | 1,713 | 16,941 | 2,278,536 | 3,577,732 | 1,124,032 | 6,980,300 | 19,995 | 256,452 | | |

*Note.—The three following tables relate to the Casualties to British Vessels only included in Parts III. and IV.*

Table 38. **NUMBER OF VESSELS, showing TONNAGE, and distinguishing between TOTAL LOSSES and SERIOUS and MINOR CASUALTIES.**

| Tonnage of Ships. | Total Losses. | Serious Casualties. | Minor Casualties. | Total. | Tonnage of Ships. | Total Losses. | Serious Casualties. | Minor Casualties. | Total. |
|---|---|---|---|---|---|---|---|---|---|
| Under 50 tons | 114 | 76 | 155 | 345 | 1,201 to 1,300 tons | 7 | 25 | 28 | 60 |
| 50 to 100 „ | 97 | 114 | 272 | 483 | 1,301 „ 1,400 „ | 3 | 11 | 14 | 28 |
| 101 „ 200 „ | 104 | 230 | 224 | 558 | 1,401 „ 1,500 „ | 4 | 17 | 21 | 42 |
| 201 „ 300 „ | 82 | 166 | 163 | 411 | 1,501 „ 1,700 „ | 7 | 12 | 11 | 30 |
| 301 „ 400 „ | 43 | 117 | 136 | 296 | 1,701 „ 2,000 „ | 6 | 6 | 18 | 30 |
| 401 „ 500 „ | 24 | 82 | 130 | 236 | 2,001 „ 2,500 „ | 2 | 6 | 13 | 21 |
| 501 „ 600 „ | 27 | 53 | 77 | 157 | 2,501 „ 3,000 „ | — | 2 | 2 | 4 |
| 601 „ 700 „ | 21 | 58 | 87 | 166 | 3,001 „ 3,500 „ | — | 1 | 1 | 2 |
| 701 „ 800 „ | 9 | 60 | 61 | 130 | 3,501 „ 4,000 „ | — | — | — | — |
| 801 „ 900 „ | 14 | 42 | 54 | 110 | 4,001 and upwards | — | — | — | — |
| 901 „ 1,000 „ | 17 | 19 | 51 | 87 | | | | | |
| 1,001 „ 1,100 „ | 12 | 30 | 27 | 69 | Total | 601 | 1,159 | 1,581 | 3,341 |
| 1,101 „ 1,200 „ | 8 | 32 | 36 | 76 | | | | | |

Table 39. **NUMBER OF VESSELS, showing AGE, and distinguishing between TOTAL LOSSES and SERIOUS and MINOR CASUALTIES.**

| Age of Vessels. | Total Losses. | Serious Casualties. | Minor Casualties. | Total. | Age of Vessels. | Total Losses. | Serious Casualties. | Minor Casualties. | Total. |
|---|---|---|---|---|---|---|---|---|---|
| Under 3 years | 92 | 164 | 280 | 536 | 61 and not exceeding 70 years | — | 4 | 1 | 5 |
| 3 and not exceeding 7 years | 117 | 313 | 466 | 896 | 71 „ 80 „ | — | 1 | — | 1 |
| 8 „ 10 „ | 82 | 176 | 265 | 523 | 81 „ 90 „ | — | 1 | — | 1 |
| 11 „ 14 „ | 98 | 174 | 242 | 514 | 91 „ 100 „ | — | — | — | — |
| 15 „ 20 „ | 81 | 149 | 185 | 415 | 101 years and upwards | — | — | — | — |
| 21 „ 30 „ | 83 | 116 | 89 | 288 | Unknown | 14 | 12 | 9 | 35 |
| 31 „ 40 „ | 29 | 41 | 31 | 101 | | | | | |
| 41 „ 50 „ | 5 | 5 | 9 | 19 | Totals | 601 | 1,159 | 1,581 | 3,341 |
| 51 „ 60 „ | — | 3 | 4 | 7 | | | | | |

## Table 40. NUMBER OF VESSELS, showing RIG, and distinguishing between TOTAL LOSSES and SERIOUS and MINOR CASUALTIES.

| | Steam Ships. | Barges. | Barques. | Billy Boys. | Brigs. | Brigantines. | Cobles. | Cutters. | Dandies. | Flats. | Galliots. | Hookers. | Ketches. | Keels. | Luggers. | Polaccas. | Ships. | Schooners. | Sloops. | Smacks. | Snows. | Trows. | Yachts. | Yawls. | Various Native Craft. | Unknown. | TOTAL. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Losses - - | 60 | 3 | 126 | — | 57 | 58 | — | 16 | 5 | 1 | — | — | 22 | — | 1 | — | 49 | 171 | 15 | 6 | 3 | — | — | — | 7 | 1 | 601 |
| Serious Casualties - | 237 | 1 | 278 | — | 129 | 126 | — | 11 | 12 | — | — | — | 14 | 1 | 1 | — | 115 | 212 | 4 | 14 | 1 | — | — | — | 3 | — | 1,159 |
| Minor Casualties - - | 411 | 5 | 287 | — | 122 | 84 | 2 | 11 | 120 | — | — | — | 95 | — | 1 | — | 130 | 239 | 9 | 59 | 3 | 2 | — | — | 1 | — | 1,581 |
| Total - - | 708 | 9 | 691 | — | 308 | 268 | 2 | 38 | 137 | 1 | — | — | 131 | 1 | 3 | — | 294 | 622 | 28 | 79 | 7 | 2 | — | — | 11 | 1 | 3,341 |

*Note.—The three following tables relate to the Casualties to all Vessels included in Parts III. and IV.*

## Table 41. NUMBER, &c. of VESSELS, distinguishing between those belonging to the UNITED KINGDOM, BRITISH POSSESSIONS ABROAD, and FOREIGN COUNTRIES.

| | Nature of Casualty. | | | | | | | | | Tonnage of Vessels lost or damaged. | | | | Number of Crew and Passengers. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Wrecks, &c., other than Collisions. | | | | Collisions. | | | | Gross Total of Vessels lost or damaged. | Total Loss. | Serious Casualties. | Minor Casualties. | Gross Total of Tonnage. | Lost. | Saved. | Remained on board in safety. |
| | Vessels totally lost. | Vessels seriously damaged. | Minor Casualties. | Total. | Vessels totally lost. | Vessels seriously damaged. | Minor Collisions. | Total. | | | | | | | | |
| United Kingdom - - | 273 | 701 | 1,040 | 2,014 | 17 | 94 | 241 | 352 | 2,266 | 142,474 | 414,300 | 589,817 | 1,146,591 | 1,139 | 3,180 | 38,628 |
| British Possessions - - | 302 | 326 | 231 | 859 | 9 | 38 | 69 | 116 | 1,075 | 59,612 | 110,553 | 97,400 | 267,565 | 564 | 4,485 | 9,562 |
| Foreign Countries - - | 45 | 29 | 11 | 85 | — | 9 | 9 | 18 | 103 | 16,640 | 17,012 | 11,377 | 45,029 | 5 | 799 | 1,011 |
| Total - - | 620 | 1,056 | 1,282 | 2,958 | 26 | 141 | 319 | 486 | 3,444 | 218,726 | 541,865 | 698,594 | 1,459,185 | 1,708 | 8,464 | 49,201 |

## TABLE 42. Wrecks and Casualties (excluding Collisions), showing the causes, and distinguishing between TOTAL LOSSES and SERIOUS and MINOR CASUALTIES.

| | Class I. Arising from Stress of Weather. | | | | | | | | | | Class II. Arising from Inattention, Carelessness, and Neglect. | | | | | Class III. Arising from Defects in Ships or Equipments. | | | | | Class IV. Arising from various Causes. | | | | | | | | | |

## APPENDIX TO PARTS III. AND IV.

**WRECKS and COLLISIONS of BRITISH VESSELS abroad, and of FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS abroad, involving TOTAL LOSS OF VESSEL without LOSS OF LIFE.**

## APPENDIX TO PARTS III. AND IV.

WRECKS and COLLISIONS of BRITISH VESSELS abroad, and of FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS abroad, involving TOTAL LOSS OF VESSEL without LOSS OF LIFE, reported to the Board of Trade during the Year 1875–6, in four Divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, and (4) Casualties from other Causes, showing in each case, when known, the Description of the Vessel and her Cargo, the Age of the Vessel, the Names of the Master and Owner, the Date and Place of the Disaster, the Direction and Force of the Wind at the Time of the Disaster; and whether in any case an Official Inquiry or Naval Court was instituted, with the result.

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(1.)—FOUNDERINGS.** | | | | | | | | | | | | | | |
| 1875. 27 April | "Duke of Newcastle," 15 years. | St. John, N.B. | - - - | Schooner, W. | 86 | 4 | J. Stewart - | N. Cameron, St. John, N.B. | Joggins, N.S. | St. John, N.B. | Coal - | — | 1 mile W. of Digby Light, N.S. | |
| 29 April | "Sophia" - 5 years. | Chittagong - | - - - | Brig, W. | 167 | 16 | - - - | - - | Ceylon - | Chittagong | Ballast - | — | Lat. 91° 30′ E., Long. 19° 30′ N., Bay of Bengal. | |
| 31 May - | "Number Two" - 22 years. | Poole - | - - - | Barque, W. | 255 | 9 | J. F. Hart - | W. J. Pike, Wareham. | Poole - | Quebec - | Pipeclay - | W. 10 | Lat. 47° N., Long. 42° W., N. Atlantic. | |
| 4 July - | "Robert Boak" - 11 years. | Liverpool - | - - - | Barque, W. | 639 | 16 | J. F. Irish - | J. S. D. Wolfe, Birkenhead. | Cardiff - | Hong Kong | Patent fuel - | S.S.W. 9 | Lat. 24° 23′ S., Long. 29° 9′ W., S. Atlantic. | See page 209. |
| 14 July - | "Africana" - 15 years. | St. John, N.B. | Ver. 3/3, L. 1. 1. for 2 years, from 12.73, 6.74. | Ship, W. | 1,557 | 27 | F. Jordan - | D. & G. W. Roberts, Liverpool. | Bombay - | New York - | Linseed - | W.N.W. 4 | Lat. 33° 50′ S., Long. 26° 54′ E., Indian Ocean. | See page 224. |
| 14 July - | "Bombay" - | Not registered | - - - | S. S., I. - | 202 | 43 | S. Haley - | India Genl. Steam Navgn. Co., Calcutta. | Burrisol - | Dacca - | Coal, 3 passengers. | E.S.E. 10 | River Megua, East Coast of India. | |
| 14 July - | "Lutchmee" - | Not registered | - - - | Inland Flat, I. | 342 | 18 | —Harris - | India Genl. Steam Navgn. Co., Calcutta. | Burrisol - | Dacca - | General - | E.S.E. 10 | River Megua, East Coast of India. | |
| 14 July - | "T. H. Haviland" 11 years. | Arichat, C.B. | - - - | Brigantine, W. | 251 | 8 | A. Vigneau, | Richmond, N.S. | Naguabo, P.R. | New York - | Sugar - | S.E. 2 | Lat. 27° 40′ N., Long. 71° 15′ W., N. Atlantic. | |
| 19 July - | "Audax" - 13 years. | London - | Ll. continued 6.74, 4 A 1, 11.74. | Snow, W. | 199 | 9 | E. Du Maresq, | Liverpool | Liverpool - | Akassa | General - | Variable 2 | 25 miles N.N.W. of Brava Island, Cape Verd. | See page 169. |
| 30 July - | "Marie Beatrice" 10 years. | Quebec - | - - - | Schooner, W. | 118 | 5 | J. Lavoie - | V. Roberge, Levis, Canada. | La Baleine - | Quebec - | Firewood - | W.N.W. 11 | 6 miles off Point Des Monts, Canada. | |
| 4 Aug. - | "Emily" - 8 years. | Goole - | Ll. 11, A 1, 9.73. | Ketch, W. | 57 | 3 | M. Quigley | J. Ward, Castleford. | Dordrecht - | Middlesbro' | Old rails, 1 passenger. | N.E. by N. 7 | Near Goeree, North Sea - | See page 183. |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 Sept. - | "New Waheno" - 5 years. | Miramichi, N.B. | Ll. 9, A 1, 10.73. | Ship, W. | 873 | 19 | [illegible] | Son, Chatham, N.B. | land. | [illegible] | senger. | | Straits of Magellan. | |
| 8 Sept. - | "Aurora" - 11 years. | Cape Town - | - - - | Cutter, W. | 22 | 4 | F. Benito - | C. C. Welsnach, Cape Colony. | East London | Cape Town | Potatoes - | W.N.W. 10 | 10 miles S.E. of Cape Recife, Cape Colony. | See page 226. |
| 8 Sept. - | "Zephyr" - 3 years. | Basseterre, St. Kitts. | - - - | Sloop, W. | 5 | None on board | J. Turba, St. Kitts | | At anchor at Basseterre | | Ballast - | S. 8 | Basseterre Roads, St. Kitts. | |
| 12 Sept. - | "Smile" - 6 years. | Swansea - | Ll. 7, A 1, 5.74. | Barque, W. | 281 | 9 | F. Phillips - | C. Richards, Swansea. | Bull River, S.C. | Swansea - | Phosphate - | S.W. 10 | Lat. 44° 12′ N., Long. 40° 29′ W., N. Atlantic. | See page 212. |
| 27 Sept. - | "Collector" - 4 years. | Grimsby - | - - - | Smack, W. | 26 | 5 | R. Turner - | J. Hawke, Grimsby. | Grimsby, for fishing | | Ballast - | S.S.E. 9 | Dogger Bank, North Sea. | |
| 27 Sept. - | "Jura" - - 12 years. | St. John's, Newfld. | - - - | Brig, W. | 250 | 10 | W. Pynsent | T. H. Walters, St. John's, Newfld. | Tilt Cove - | Swansea - | Lead and copper. | S.E. 9 | Lat. 51° 30′ N., Long. 44° 46′ W., N. Atlantic. | |
| 27 Sept. - | "Minnie A. Lake" 6 years. | St. John's, Newfld. | - - - | Schooner, W. | 43 | 7 | C. Brenton | J. E. Lake, Fortune, Newfld. | Burin - | St. Pierre - | Salt pork and molasses, 1 passenger. | W.S.W. 9 | Point Beach, Fortune Bay, Newfoundland. | |
| 29 Sept. | "Sophia and Emily" 2 years. | Aberystwith - | Ll. 11, A 1, 5.73. | Schooner, W. | 97 | 5 | J. Jenkins - | D. Jenkins, Borth. | Lisbon - | Halifax, N.S. | Salt - | S.W. 10 | Lat. 42° 30′ N., Long. 54° W., N. Atlantic. | |
| 29 Sept. - | "Uzella" - 36 years. | Fowey - | - - - | Schooner, W. | 95 | 5 | J. Solomon | J. D. Lelean, Mevagissey. | Harburg - | Newcastle - | Salt - | N.W. 6 | 120 miles N.W. of Heligoland. | See page 219. |
| 2 Oct. - | "Lancaster" - 9 years. | St. John, N.B. | - - - | Schooner, W. | 132 | 6 | G. W. Hatfield. | H. J. Olive, St. John, N.B. | Louisburg, C.B. | St. John, N.B. | Coal - - | W. 9 | 50 miles S.E. of Sambro Island, N.S. | |
| 10 Oct. - | "Come On" - 20 years. | Lowestoft - | - - - | Smack, W. | 32 | 5 | J. B. Baxter | W. T. Chapman, Lowestoft. | Lowestoft, for fishing | | Ballast - | W. 7 | 50 miles E. of Lowestoft, North Sea. | |
| 10 Oct. - | "Emmeline" - 14 years. | Digby, N.S. - | - - - | Schooner, W. | 116 | 7 | J. Chisholm, | Chelsea, Mass. | Boston - | Port au Prince. | General - | N.W. 12 | Lat. 35° 10′ N., Long. 65° 30′ W., N. Atlantic. | |
| 16 Oct. - | "Oder" - 14 years. | Hull - | Liv. 18 years, Black, 2.72. | S. S., I. - | 556 | 19 | B. Whiting | Thos. Wilson, Sons, & Co., Hull. | Liverpool - | Gothenburg | General - | 10 | Lat. 56° 14′ N., Long 4° 12′ E., North Sea. | See page 204. |
| 21 Oct. - | "Queen of the Fleet," 18 years. | Liverpool - | - - - | Barque, W. | 593 | 14 | J. Tarney - | G. Clarke, Dublin. | Maryport - | Miramichi - | Ballast - | W.N.W. 9 | Lat. 47° 30′ N., Long. 23° 30′ W., N. Atlantic. | See page 207. |
| 25 Oct. - | "Little Fury" - 9 years. | St. John, N.B. | - - - | Brig, W. | 349 | 8 | R. Armstrong | Troop & Son, St. John, N.B. | Sydney, C.B. | Cardenas, Cuba. | Coal - | — | Lat. 35° N., Long. 56° W., N. Atlantic. | |
| 29 Oct. - | "Sarah Love" - 18 years. | N. Shields - | L Æ 1, 9.74 | Barque, W. | 394 | 12 | H. Fulcher | E. A. Robinson, Blyth. | Elsinore - | Sundswall - | Ballast - | E. 4 | Lat. 55° N., Long. 14° E., Baltic. | See page 211. |
| 6 Nov. - | "Atalanta" - 9 years. | St. John's, Newfld. | - - - | Schooner, W. | 21 | 5 | J. King - | D. Smallwood, Greenspond, Newfld. | Lobster Harbour. | St. John's Newfld. | Dried fish - | W. 7 | Stag Harbour Run, Newfoundland. | |
| 6 Nov. - | "Eleanor Wheatley," 23 years. | Newport - | Ver. 5/6, G. 1. 1. for 3 years, from 3.73, 3.73. | Brigantine, W. | 112 | 6 | J. Jones - | T. R. Rees, Newport, Mon. | Pomaron - | Bristol - | Sulphur ore - | N.W. 9 | Lat. 47° 30′ N., Long. 8° W., Bay of Biscay. | See page 181. |
| 9 Nov. - | "George V. Richards," 4 years. | St. John, N.B. | - - - | Schooner, W. | 136 | 7 | G. W. Baker | C. L. Richards, St. John, N.B. | Maracaibo - | New York - | Coffee - | S.W. 10 | Lat. 30° N., Long. 81° W., N. Atlantic. | |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **FOUNDERINGS—*continued.*** | | | | | | | |
| 1875. 12 Nov. | "Eleonore" 5 years. | Bristol | Ver. 3/3, A. 1. 1. for 8 years, from 10.71, 10.75. | Barque, W. | 674 | 15 | W. H. S. Mc Millan. | E. Cummins, Bristol. | Cardiff | Bahia | Coal, 1 passenger. | W. 10 | Lat. 47° N., Long. 6° W., Bay of Biscay. | See page 181. |
| 14 Nov. | "Esther" 22 years. | Sunderland | - - - | Brig, W. | 187 | 6 | J. Erskine | T. Greenfield, Sunderland. | Newcastle | Rotterdam | Coal - - | S.W. 10 | 50 miles N.N.W. of Hook of Holland, North Sea. | |
| 14 Nov. | "Harriet and Eliza" 17 years. | Boston | - - - | Schooner, W. | 61 | 4 | W. Gostelow | J. Gostelow, Spalding. | London - - | Dordrecht | Broken glass | S.W. 10 | 60 miles E. by S. of Lowestoft, North Sea. | |
| 15 Nov. | "Lizzie" 9 years. | St. John's, Newfld. | - - - | S. S., W. | 57 | 7 | C. Pike | J. Munn, Harbor Grace, Newfld. | In Harbor Grace | | Ballast | Calm | In Harbor Grace, Newfoundland. | |
| 19 Nov. | "Oriental" 21 years. | N. Shields | - - - | Ship, W. | 1,617 | 26 | J. Sanderson | J. Turpio, N. Shields. | London - - | St. John, N.B. | Ballast | — | N. Atlantic - - | See page 205. |
| 19 Nov. | "Summer Cloud" 2 years. | Launceston | - - - | Ketch, W. | 7 | 1 | J. Allen, Launceston | | Launceston | - - - - | Ballast | S.E. 10 | S.E. side of Woody Island, Tasmania. | |
| 22 Nov. | "Tientsin" 14 years. | Launceston | - - - | Barque, W. | 254 | 9 | — Taylor | G. Fisher, Launceston. | Newcastle, N.S.W. | Launceston | Coal - - | — | 3 miles E. of Black Reef, Tasmania. | See page 247. |
| 30 Nov. | "Sparkenhoe" 10 years. | Dublin | - - - | Ship, W. | 1,253 | 22 | J. Kelly | J. Martin, Dublin. | Bristol | Pensacola | Ballast | S.S.E. 9 | Lat. 40° 30′ N., Long. 14° 40′ W., N. Atlantic. | See page 213. |
| 2 Dec. | "Eagle" 23 years. | S. Shields | - - - | Barque, W. | 949 | 18 | J. Oatway | J. Wilson, S. Shields. | Leith - - | Pensacola | Ballast | E.N.E. 9 | Lat. 38° 26′ N., Long. 14° 21′ W., N. Atlantic. | See page 180. |
| 3 Dec. | "Advance" 10 years. | Liverpool | - - - | Schooner, W. | 111 | 7 | T. Rowlands | Seligmann & Haarbleicher, Manchester. | Marseilles | Sierra Leone | Bricks and lime. | W.N.W. 10 | Lat. 33° 45′ N., Long. 8° W., N. Atlantic. | |
| 7 Dec. | "Sumatra" 12 years. | Liverpool | Ll. cont. 10. 71., 5 A 1, 4.71. | Ship, W. | 1,324 | 25 | J. Seals | A. Wright & Co., Liverpool. | Calcutta | Falmouth | Jute | S. 7 | Lat. 50° 57′ N., Long. 18° 36′ W., N. Atlantic. | See page 215. |
| 10 Dec. | "Rose" New. | Port Adelaide, S.A. | - - - | Ketch, W. | 42 | 3 | A. Siffoli, Port Adelaide | | Coasting off S. Australia | | Ballast | Squally | Off Carrichalinga Head, St. Vincent Gulf, S.A. | |
| 21 Dec. | "Virgin Maria St. Anthony," 31 years. | Colombo | - - - | Brig, W. | 97 | 11 | Khaja Mydin. | Shena Towby, Penang. | Penang | Unjong | Rice, silk, and cotton goods. | N.E. 6 | Off Unjong, Bay of Bengal. | |
| 30 Dec. | "Sallie" 3 years. | Freetown, S.L. | - - - | Cutter, W. | 20 | 1 on board | M. Carpenter | W. Grant, Freetown, S.L. | In Freetown Harbour | | Tobacco and salt. | Tornado | Freetown Harbour, Sierra Leone. | |
| — Dec. | "Ethy" 3 years. | St. Kitts | - - - | Sloop, W. | 14 | None on board | S. Carthy | J. Genesslette, St. Kitts. | Anchored at Sandy Point, St. Kitts. | | Ballast | — | Caribbean Sea. | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 Jan. - | "Times" - 26 years. | Montrose - | - - - | Sloop, W. | 47 | 3 | W. Fredrick | M. Wilkie, Montrose. | Lerwick - | Leith - | Ballast - | S.W. 7 | 130 miles E. of Kinnaird's Head, North Sea. | |
| 21 Jan. - | "Brick" - 16 years. | Leith - | - - - | Schooner, W. | 37 | 3 | J. Thoms - | W. Brodie, Seafield. | Dunbar - | Wick - | Tiles & bricks | N.W. 11 | 60 miles E. of Aberdeen, North Sea. | |
| 13 Feb. - | "Precursor" - 9 years. | Montrose - | Ll. A B 1, 9.73 | Brigantine, I. | 141 | 7 | W. Findlay | W. Mitchell, Montrose. | Maracaibo - | Liverpool - | Fustic - | W.N.W. 9 | Lat. 45° N., Long. 22° W., N. Atlantic. | See page 206. |
| 14 Feb. - | "Caroline" - 13 years. | Liverpool - | - - - | Brig, W. | 248 | 8 | J. Campbell | J. Murdoch, Liverpool. | Sierra Leone - | Harburg - | Palm kernels | E. 5 | Lat. 14° 38′ N., Long. 27° W., N. Atlantic. | See page 251. |
| 14 Feb. - | "Grecian Daughter" 37 years. | Ipswich - | - - - | Schooner, W. | 94 | 5 | J. Vince, Ipswich | | West Wemyss - | Ostend - | Coal - - | W.S.W. 9 | 25 miles S.E. of Goeree Light, North Sea. | |
| — Feb. - | "Minerva" - 3 years. | Halifax, N.S. | - - - | Schooner, W. | 91 | 6 | J. Cook - | S. B. Hammond, Locksport. | Magua - | Locksport - | Salt - | — 10 | Lat. 40° 20′ N., Long. 66° 17′ W., N. Atlantic. | |
| 10 March | "Ann and Maria" 30 years. | Boston - | - - - | Schooner, W. | 70 | 4 | E. Panson - | G. Palmer, Boston, Lin. | Middlesbro' - | Boston - | Coal - - | W. 10 | Dogger Bank, North Sea. | |
| 22 March | "Ceres" - - 12 years. | St. Andrew's, N.B. | - - - | Brig, W. | 255 | 8 | M. Mathiasen. | J. S. Leonard, St. John, N.B. | Cardenas - | New York - | Molasses - | W.N.W. 10 | Lat. 36° 40′ N., Long. 73° 45′ W., N. Atlantic. | |
| 11 April | "Eliza and Caroline," 26 years. | Sunderland | Ll. Æ 1, 6.75 | Snow, W. | 289 | 9 | J. Sanderson. | S. P. Austin, Sunderland. | Sunderland - | Dantzic - | Coal - - | E. 9 | Lat. 57° 20′ N., Long. 7° 20′ E., North Sea. | |
| 16 May - | "Accidental Star" 12 years. | N. Shields - | Ll. cont. 10. 72, 6 A 1, 6.72. | Brig, W. | 238 | 9 | T. Aitkenhead. | J. Dent, jun., Blyth. | Lisbon - | Vlaardingen | Salt and cork - | N.E. 6 | Lat. 43° 40′ N., Long. 13° 12′ W., N. Atlantic. | See page 164. |
| 19 May - | "C. H. Soule" - 13 years. | Greenock - | - - - | Ship, W. | 1,048 | 19 | W. Robertson. | J. Brymner, Greenock. | Sourabaya - | Queenstown, for orders. | Sugar - | W.S.W. 10 | Lat. 30° 30′ S., Long. 33° 13′ E., Indian Ocean. | |
| 29 May - | "La Cayenne" - 9 years. | Halifax, N.S. | - - - | Brigantine, W. | 206 | 8 | J. G. Hulphers. | R. P. Webmore, New York. | Port de Banc - | New York - | Salt, 1 passenger. | — | S.W. by W. of Cape de Gata, Mediterranean. | |
| 30 May - | "Prairie Bird" - 9 years. | St. John, N.B. | - - - | Schooner, W. | 149 | 7 | R. G. Hjelmstron. | Scammell, Bros., St. John, N.B. | Glace Bay, C.B. | St. John, N.B. | Coal - - | N. 8 | 12 miles S. of Whitehead Lighthouse, N.S. | |

| | Vessels. | No classed in Ll., Liv., or Ver. | No of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 58 | 14 | 4 | 17,586 | 559 | 8 | 567 | 44 | 14 | — | 21 |

## (2.)—STRANDINGS.

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1874. 7 May - | "Shah-in-Shah" - 2 years. | Chittagong, not registrd. | - - - | Brig, W. | 189 | 16 | Mahomed Calloo. | Kaloo, Asgar, Ally, & Co., Chittagong. | Colombo - | Madras - | Ballast - | S.S.E. 5 | 3 miles N. of Madras, E. Coast of India. | |

App. to Parts III. and IV. Wrecks, &c. of British Vessels abroad, and of Foreign Vessels on the Coasts of British Possessions, involving LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS**—*continued.* | | | | | | | |
| 1874. 4 June | "Julia" 11 years. | Auckland | | Cutter, W. | 16 | 2 | W. Davis | J. Williams | At Auckland | | Wood | S.E. | Tahatu Reef, near Kawau, Auckland, N.Z. | |
| 22 Nov. | "Margaretha" 17 years. | P.E. Island | | Schooner, W. | 38 | None on board | P. McDonald. | D. C. Ramsey, Cascumpecque. | Summerside | West Point, P.E.I. | Stores for fishing. | — 10 | S. side of West Point, P.E.I. | |
| — Nov. | "Almanda" 10 years. | Quebec | | Schooner, W. | 28 | 3 | - - - | Hiliari Dubi | At Murray Bay, St. Lawrence | | Ballast | — | Bic Island, St. Lawrence. | |
| 4 Dec. | "Snowdrop" 1 year. | Yokohama (Provisional Certificate). | | Schooner, W. | 62 | 12 | F. Taylor | - - - | Yokohama | N. Pacific | Ballast | N. 10 | Iturup, Japan | See page 258. |
| 20 Dec. | "Angostura" 16 years. | Gibraltar | | Brigantine, W. | 376 | 12 | T. Morrell | J. G. Dale, New York. | New York | Ciudad Bolivar. | General | — | River Lozan, near Ciudad, Bolivar, Venezuela. | |
| 1875. 8 Jan. | "Alice Rostrom" 11 years. | Melbourne | | Dandy, W. | 24 | 3 | - - - | D. S. Rich, Hobart-town. | Nada, Fiji | Levuka, Fiji. | Produce | — | Viti Levu Island, Fiji. | |
| 14 Jan. | "Lion" 6 years. | Liverpool, N.S. | | Schooner, W. | 20 | 3 | T. Jeans | J. McLeod, Liverpool, N.S. | White Bear Bay, Newfoundland. | Ramea, Newfind. | Wood | E. 9 | Ramea Head, Newfoundland. | |
| 29 March | "Flying Fish" Unknown. | Not registered | | Cutter, W. | 10 | 3 | H. Scott, Cooktown | | Cooktown | Somerset | Stores for fishing voyage. | S.E. 6 | Z Reef, 6 miles N. by E. ¼ E. from Turtle Head, Newcastle Bay, Queensland. | |
| 1 May | "Victory" 2 years. | Sydney, N.S.W. | | Brigantine, W. | 142 | 6 | C. Smith | H. Roch, Sydney, N.S.W. | Brisbane | Richmond River. | Ballast | S.E. 8 | ¼ mile from North Head, Richmond River, N.S.W. | See page 247. |
| 2 May | "Commerce" 33 years. | Sydney, N.S.W. | | Schooner, W. | 69 | 6 | T. Mountain, | Wright & Co. Sydney, N.S.W. | Richmond | Sydney, N.S.W. | Timber | E. 10 | Trial Bay, McLeay River, N.S.W. | See page 229. |
| 10 May | "Georgina" 15 years. | Hong Kong | | Brig, W. | 222 | 11 | - - - | J. F. Mitchell, Nagasaki. | Nagasaki | Shanghai | Coal | — | Blockhouse Spit, Shanghai, China. | See page 253. |
| 10 May | "Montana" | U.S.A. | | Schooner, W. | 63 | 10 | J. Doudell | Roe & Jordan, U.S.A. | Gloucester, U.S., for fishing | | Ballast | — 5 | Trinity Ledge, near Cape St. Mary's, N.S. | |
| 11 May | "Kadina" 23 years. | Adelaide, S.A. | | Ship, W. | 662 | 18 | J. Barneson | T. Elder, Adelaide, | Anchored at Wallaroo | | Coal and tin | N.N.W. 9 | Wallaroo, S. Australia | See page 235. |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 May - | "Wallaroo" - 21 years. | Adelaide - | - - - | Barque, W. | 488 | Unk., say 12 | — Sweet - | T. Elder, Adelaide. | Anchored at Wallaroo | | Coal - - | N.N.W. 9 | Wallaroo, S. Australia - | See page 247. |
| 20 May - | "Frances" - 14 years. | Yarmouth, N.S. | - - - | Schooner, W. | 34 | 3 | J. Darby, Yarmouth, N.S. | | Bridgwater, N.S. | Pubnico - | Lumber - | S.W. | John's Island, Tuskets, Canada. | |
| 20 May - | "Josephine" - 16 years. | U.S.A. - | - - - | Schooner, W. | 96 | 6 | — Stone - | - - - | Pascagoula - | Boston, U.S.A. | Mahogany - | N.N.E. 8 | Near Sandy Cay Reef, Little Bahama Bank. | |
| 25 May - | "Luckmeepersad" 3 years. | Kurrachee - | - - - | Dingy, W. | 91 | 12 | — Soomar | — Sameedas, Hymondass. | Bombay - | Kurrachee - | General - | N.W. 10 | Kajoorah, near Seergunda, mouth of the Indus, W. Coast of India. | |
| 28 May - | "Edith Reid" - New. | Dunedin, N.Z. | - - - | Ketch, W. | 75 | 6 | J. Munro - | G. F. Reid, Dunedin. | Bluff Harbour - | Molyneux River. | Timber - | S.W. 2 | Bar of the Molyneux River, N.Z. | |
| 2 June - | "Almaretta" - 2 years. | Savannah, Ga. | - - - | Schooner, W. | 318 | 10 | — Merrill - | Brettson & Co., New York. | New York - | New Orleans | General - | E. by N. 4 | 200 yards to S. end of N. Bimini, Bahamas. | |
| 5 June - | "Elibank Castle" 1 year. | Wellington, N.Z. | - - - | Schooner, W. | 69 | 5 | J. Linklater | W. Turnbull, Wellington, N.Z. | Timaru, put out to sea | | Coal and general. | S.E. 10 | 90 mile beach, Canterbury, N.Z. | |
| 7 June - | "Albert" - 15 years. | Port Adelaide | - - - | Schooner, W. | 19 | 2 | D. Lyall - | Wilson and others, Kangaroo Island, S.A. | Hog Bay, S.A. - | Antechamber Bay, S.A. | Skins - | N.N.E. 6 | Antechamber Bay, Kangaroo Island, S.A. | |
| 11 June - | "Bloomingdale" - 24 years. | U.S.A. - | - - - | Schooner, W. | 59 | 8 | J. McDonald | - - - | Port Mulgrave, for fishing | | Ballast - | S.W. 4 | St. Esprit, S. side of Cape Breton Island, N.S. | |
| 18 June - | "Saranac" - | U.S.A. (Man-of-War.) | - - - | S. S., W. | 1,300 | 176 | W. W. Queen | U.S.A. Government. | Nanaimo - | Sitka - | Ballast - | — | Ripple Rock, Seymour Narrows, British Columbia. | |
| 20 June - | "Sisters" - 18 years. | St. John's, Newfld. | - - - | Schooner, W. | 34 | 7 | T. Rose, St. John's, Newfoundland. | | Conception Bay | Labrador - | Supplies for fishing. | W.S.W. 5 | A rock in S.E. cove, Catalina Harbour, Newfoundland. | |
| 22 June - | "Corrido" - 22 years. | Sydney, N.S.W. | - - - | Barque, W. | 270 | 9 | J. M. Lamont. | J. Broomfield, Sydney, N.S.W. | Newcastle, N.S.W. | Adelaide - | Coal - - | | Swan Island, Tasmania. | |
| 23 June - | "Dolphin" - Unknown. | Belize - | - - - | Schooner, W. | 13 | 4 | G. Gill - | J. E. Mutrie, Belize. | Belize - - | Port Sal, Hon. Rep. | General, 8 passengers. | E. by N. 6 | About 3½ miles E.N.E. of Gladden Cay, British Honduras. | |
| 24 June - | "Elbe" - - 4 years. | Lunenburg, N.S. | - - - | Brigantine, W. | 149 | 7 | E. Garhardt | J. Anderson, Lunenburg, N.S. | Port of Spain - | Halifax, N.S. | Molasses - | — | Little Hope Island, Queen's County, N.S. | |
| 27 June - | "Edwin and Eva" 10 years. | Halifax, N.S. - | - - - | Schooner, W. | 91 | 6 | S. Rood - | D. H. Pitt, Halifax, N.S. | Yarmouth, N.S. | Pictou - | Ballast - | — | McKenzie's Head, Pictou, N.S. | |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS.—*continued.*** | | | | | | | |
| 1875. 27 June - | "Pioneer" - - 3 years. | Port Adelaide | - - - | S. S., W. | 33 | 6 | C. Edler - | J. Abbott, Adelaide, S.A. | Sydney - - | Wollongong | General - | E.S.E. 11 | South Head, Botany Bay, S.A. | See page 242. |
| 28 June - | "Victory" - 2 years. | Fremantle, W.A. | - - - | Cutter, W. | 23 | 3 | F. Ward, Fremantle, W.A. | | Albany - | Fremantle - | Ballast | N.W. 9 | 12 miles S. of Cape Chatham, W.A. | |
| 30 June - | "Ben Nevis" - 16 years. | Melbourne - | - - - | Brig, W. | 257 | 9 | J. Jones - | G. Glen, Greymouth, N.Z. | Newcastle - | Melbourne | Coal - - | S.W. 9. | North Beach, Port Stephens, N.S.W. | See page 226. |
| 2 July - | "Don" - - 11 years. | Melbourne - | - - - | Schooner, W. | 56 | 6 | J. Anthon, Melbourne | | Melbourne - | Torquay, Tasmania. | Ballast - | Calm | Outer reef, Point Lonsdale, Port Philip Heads, Victoria. | See page 231. |
| 3 July - | "Hilda" - - 10 years. | London - | Ll. A B 1, 2. 75. | Steamer, I. | 442 | 20 | J. Shotton - | Ytteroen Mining Co., London. | Drontheim - | The Tyne - | Pyrites, 3 passengers. | — | Abreast of Christiansand Lighthouse, Norway. | See page 191. |
| 7 July - | "Susannah Cuthbert," 12 years. | Sydney, N.S.W. | - - - | Steamer, I. | 161 | 12 | H. Walbrook | New Wallsend Coal Co. | Catherine Hill Bay. | Sydney, N.S.W. | Coal - - | S.W. | Long Reef, near Sydney, N.S.W. | See page 246. |
| 9 July - | "John Tennant" - 2 years. | S. Shields - | Ll. 100, A 1, 2.75. | Steamer, I. | 1,450 | 50 | R. de Steiger | H. S. Edwards, S. Shields. | Calcutta - - | London - | General, 43 passengers. | — | 200 yards E. of Cape Finisterre, France. | See page 195. |
| 14 July - | "Lerwick" - 8 years. | Invercargill - | - - - | Cutter, W. | 14 | 2 | D. Scawbrook. | R. Scollay, Stewart's Island. | Bluff - - | Stewart's Island. | General, 2 passengers. | S. 3 | Between Starling and Bristol Points, Bluff Harbour, N.Z. | |
| 14 July - | "Snorre Stürlasson," 8 years. | London - | Ver. 3/3, A 1. 1. for 2 years, from 8.73. | Brig, W. | 196 | 7 | — Wardlow | A. A. Ellis, London. | London - - | Port Alfred | General - | S.S.E. 5 | 2 miles east of Kowie, Port Alfred, Cape Colony. | See page 244. |
| 15 July - | "Michelino" - 8 years. | Italy - - | - - - | Barque, W. | 568 | 13 | E. Profumo | E. Sirra, Genoa. | Rangoon - | Falmouth - | Rice - - | S.W. 5 | Mouth of Bassein River, British Burma. | |
| 15 July - | "Planet" - - 18 years. | Newcastle | Ll. 5/6, A 1. 1. for 4 years, from 12.71, 9.74. | Barque, W. | 662 | 15 | J. Dodds - | R. Arthur, Newcastle. | Shields - - | Carthagena | Coke and coal | — | 5 miles E. of Escombrera Island, Spain. | |
| 17 July - | "Barbara" - 17 years. | Arichat, C.B. | - - - | Schooner, W. | 109 | 5 | P. Blompied, Arichat, C.B. | | Sydney, C.B. - | Halifax, N.S. | Coal - - | Calm | Portuguese Cove, Halifax, N.S. | |
| 19 July - | "Claus Heftye" - 27 years. | N. Shields - | - - - | Barque, W. | 903 | 15 | A. Bowman | C. Tate, N. Shields. | Tyne - - | Quebec - | Coke and bricks | S.S.E. 4 | Spiller Rocks, 10 miles S. of Cape Bonavista, Newfoundland. | See page 175. |
| 21 July - | "Zest" - - 5 years. | Liverpool - | Liv. 18 years, Red, 7.73. | S. S., I. - | 609 | 22 | G. Farran - | J. Glynn & Son, Liver- | Gibraltar - | Liverpool - | General, 1 passenger. | Calm | Oitavos, near Cape Raza, Portugal. | See page 223. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 17 years. | | 7 A 1. 1., 75. | W. | | | | thiel, & Co., London. | | | | | Islands, Queensland. | |
| 24 July - | "Eliza Ramsden" 1 year. | Melbourne - | Ll. 100, A 1, 5.74. | Barque, I. | 395 | 14 | J. Steuart - | S. Ramsden, Melbourne. | Melbourne - | Newcastle, N.S.W. | Ballast - - | 4 | Off Point Nepean, Victoria | See page 232. |
| 24 July - | "Ocean" - - 29 years. | Germany - | Ver. 5/6, G. 2. 1. for 3 years, from 9.74, 1.75. | Barque, W. | 353 | 11 | R. Kado - - | J. G. Schultz, Memel. | Cardiff - - | Quebec - | Ballast - | N.E. 4 | Cariboo Point, Canada. | |
| 26 July - | "Lochinvar" - 7 years. | Shelburne, N.S. | - - - | Brigantine, W. | 255 | 8 | B. Nickerson | J. G. Allan, Locksport, N.S. | New York - | Pernambuco | General, 1 passenger. | S.E. 6 | On S.E. part of the Rocas, Coast of Brazil. | |
| 27 July - | "Analgista" - 16 years. | Adelaide, S.A. | - - - | Schooner, W. | 19 | 2 | B. P. Peterson, | Townsville | Cooktown - | Cleveland Bay. | Ballast - | S.E. 5 | 6 miles S. of Rock Island, Queensland. | |
| 28 July - | "Alert" - - 7 years. | Fremantle, W.A. | - - - | Cutter, W. | 19 | 3 | J. J. Kelly | B. C. Wood, Fremantle. | Murray - - | Fremantle - | Sandal wood - | S.S.E. | Bar of Murray River, W. Australia. | |
| 29 July - | "St. Brycedale" - 10 years. | Hobart Town | Ll. 10, A 1, 12.72. | Barque, W. | 302 | 11 | W. A. Pearce | W. Crosby, Hobart Town. | Port Elizabeth - | Mauritius - | Guano - | W.N.W. 8 | North Patch, Algoa Bay, Cape Colony. | See page 244. |
| 30 July - | "Simcoe" - 14 years. | Glasgow - | Ll. A 1 in Red, 12.74. | Brig, W. | 232 | 9 | R. McLea - | W. Buchanan, Glasgow. | Archangel - | England - | Linseed - | N.E. 10 | 3 miles W. by S. ½ S. of Cross Island Lighthouse, White Sea. | |
| 5 Aug. - | "Mary Ann" - 13 years. | Jersey - | - - - | Brig, W. | 228 | 8 | E. Clement | C. Le Quesne, Jersey. | St. Malo - - | Cardiff - | Ballast - | E. 4 | "Roche Gautier," Race of Brehat, France. | See page 200. |
| 5 Aug. - | "Sarah" - - 25 years. | Pictou, N.S. - | - - - | Schooner, W. | 49 | 4 | W. A. Bettie | J. Cousins, Pictou, N.S. | Pictou, N.S. - | Halifax, N.S. | Coal - - | S.S.E. | Ketch Harbour Head, near Halifax, N.S. | |
| 6 Aug. - | "Lady Elgin" - 15 years. | Quebec - | - - - | Schooner, W. | 84 | 5 | A. Talbot, St. Ignace, Canada. | | Quebec - - | Labrador Coast. | General - | Calm | Commissioner's Wharf, Quebec. | |
| 8 Aug. - | "Yembo" - - New. | Sunderland - | Liv. 20 years, Red, 7.75. | Steamer, I. | 1,062 | 27 | T. Colling - | D. G. Pinkney, Sunderland. | Sunderland - | Savona - | Coal - - | E. | Rock off Ushant, France | See page 223. |
| 10 Aug. - | "James Paton" - 20 years. | Ayr - - | - - - | Barque, W. | 396 | 13 | W. Cotter - | J. Pitman, Yokohama. | Yokohama - | Nagasaki - | Timber and ballast, 1 passenger. | S. 11 | Lat. 34° 39′ N., Long. 137° 44′ E., Fukushima, Japan. | See page 225. |
| 11 Aug. - | "Bonnie Jean" - 4 years. | Charlottetown, P. E. I. | - - - | Schooner, W. | 34 | 3 | J. T. McLeod, | P. E. Island | New London - | Rustico - | Salt - - | S.W. 4 | Rustico Bar, N. side of P. E. Island. | |
| 14 Aug. - | "Strata Florida" 17 years. | Aberystwith - | - - - | Barque, W. | 267 | 9 | D. Vaughan | M. Evans, Llanchysted, Cardigan. | Rangoon - - | Cochin - | Rice and paddy | S.S.W. 9 | Lat. 15° 58′ N., Long. 95° 47′ E., British Burma. | See page 245. |
| 15 Aug. - | "Cherokee" - 6 years. | Ayr - - | - - - | Barque, W. | 540 | 14 | W. Ritchie | H. Laurie, Ayr. | London - - | Montreal - | General - | S.E. 6 | E. point of the Magdalen Islands, Canada. | |
| 15 Aug. - | "Spec" - - 13 years. | Dunedin, N.Z. | - - - | Schooner, W. | 32 | 4 | J. Madson - | P. P. Allen, Dunedin. | Catlins River - | Dunedin - | Timber - | W. 2 | Manuka Point, Catlins River, Otago, N.Z. | |
| 18 Aug. - | "Stephen Davol" 2 years. | U.S.A. - | - - - | Schooner, W. | 743 | 9 | N. J. Huntly | R. P. Reynard. | Philadelphia - | Aspinwall - | Coal - - | E. 4 | North-east reef off Grand Turk. | |
| 19 Aug. - | "General Wolseley" 1 year. | St. John, N.B. | - - - | Barque, W. | 720 | 14 | W. H. Copp | Steeves, Bros., St. John, N.B. | Liverpool - | St. John, N.B. | General, 1 passenger. | S.E. 5 | Gull Rock Ledge, Brier Island, N.S. | |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS—*continued.*** | | | | | | | |
| 1875. 20 Aug. | "Dauntless" 4 years. | Auckland, N.Z. | - - - | Schooner, W. | 72 | 6 | H. P. Paulson. | E. J. Conroy, Auckland. | Moeraki | Wellington | Oats | — | Suva, Fiji. | |
| 20 Aug. | "La Canadienne" 20 years. | Quebec | - - - | Schooner, W. | 101 | 10 | D. M. Browne | Marine and Fisheries Department, Ottawa. | Sydney, C.B. | St. Paul's Island. | Government stores. | W.N.W. | Trinity Cove, St. Paul's Island, Canada. | |
| 21 Aug. | "Nyanza" - New. | Port Medway, N.S. | Ver. 3/3, G 1. 1. for 8 years, from 7.75. | Barque, W. | 984 | 15 | J. F. Park | E. C. Seely, Port Medway, N.S. | Port Medway, N.S. | Liverpool | Deals, 2 passengers. | W.S.W. 4 | 1 mile S. of Point Breme, Placentia Bay, Newfoundland. | |
| 22 Aug. | "Union" 14 years. | Arichat, C.B. | - - - | Barque, W. | 310 | 9 | S. Geirioer | J. Le Blanc, Arichat, C.B. | Cow Bay, C.B. | New York | Coal | S.S.W. 4 | Coffin Island, ¼ mile W. of Liverpool Light, N.S. | |
| 29 Aug. | "Water Nymph" 35 years. | Sunderland | - - - | Brig, W. | 205 | 8 | W. Peck, Whitby | | Lubeck | Wyborg | Ballast | N.E. 8 | Ahrenshoop, near Darser Ort, Germany. | |
| 30 Aug. | "Deerhound" 6 years. | N. Shields | Ll. 17, A 1, 2.75. | Barque, Comp. | 573 | 18 | J. Shearer | J. R. Kelso | Shanghai | London | Tea | S.W. 5 | Palawan Shoal, China Sea | See page 231. |
| 30 Aug. | "Solway Queen" 12 years. | Dumfries | Ll. 13, A 1, 11.71. | Brig, W. | 216 | 9 | J. Williams | Millward & Bradbury, Liverpool. | Bahia | Aracaju | Ballast | — | Bar of Aracaju Harbour, Brazil. | |
| 31 Aug. | "Amity" 6 years. | Sunderland | Ll. *A A 1, 7.74. | Barque, I. | 519 | 14 | W. Shearer | E. T. Gourley, Sunderland. | Iloilo | United Kingdom. | Sugar | N.E. by E. 4 | Tambaga Reef, 10 miles N.E. of Bawean Island. | See page 249. |
| 2 Sept. | "Perry" 8 years. | Montreal | - - - | S. S., W. | 36 | 4 | A. Stanley | R. W. Parkinson, Toronto. | Goderich | Midland, Ont. | Ballast | — 2 | Cape Hurd, 15 miles from Cove Island Light, Canada. | |
| 5 Sept. | "Lydia" 20 years. | Kingstown, St. Vincent. | - - - | Sloop, W. | 32 | 8 | H. Dickson | J. H. Stagell, Kingstown, St. Vincent. | Kingstown, St. Vincent. | Barbados | Ballast, 3 passengers. | — 2 | Rathsmill Point, Coast of St. Vincent. | |
| 5 Sept. | "Unexpected" 10 years. | St. John, N.B. | - - - | Schooner, W. | 124 | 5 | H. Castor | E. J. Driscoll, St. John, N.B. | Pictou, N.S. | Pembroke | Coal | Calm | Seal Rock, West Quoddy, Bay of Fundy. | |
| 6 Sept. | "San Juan" 15 years. | Gibraltar | - - - | Brig, W. | 241 | 8 | — Mahony | B. J. Wenberg, New York. | Savanilla | Port Limon | Cedar, 42 labourers. | E.N.E. 11 | Soute Hill, 1 mile from Tortuga River, Costa Rica. | |
| 6 Sept. | "Vesper" 2 years. | St. John, N.B. | - - - | Schooner, W. | 107 | 6 | — Spencer | A. Fraser, Londonderry, N.S. | Sydney, C.B. | Caledonia, C.B. | Coal | 4 | Schooner Pond Ledge, Glace Bay, C.B. | |
| 7 Sept. | "Cambridgeshire" 1 year. | London | Ll. 100, A 1, 6.75. | Ship, I. | 1,690 | 37 | J. H. Marshall. | G. Marshall, London. | London | Sydney, N.S.W. | General | E.N.E. 7 | Night Island Rocks, Banks' Strait, Tasmania. | See page 228. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 Sept. - | "Shannon" - 16 years. | London - | - - - | Steamer, I. | 2,[illegible] | [illegible] | [illegible] | Steam Packet Co., London. | [illegible] | Jamaica. | passengers. | | 38′ W., Pedro Bank, Jamaica. | |
| 8 Sept. - | "Shediac" - 23 years. | St. John, N.B. | - - - | Ship, W. | 798 | 17 | J. Musterd - | E. J. Smith, Shediac, N.B. | Shediac - | Liverpool - | Deals - | — | N. of Cape Tormentine Reef, N.B. | |
| 8 Sept. - | "Water Lily" - 3 years. | Digby, N.S. - | - - - | Schooner, W. | 125 | 6 | C. B. Dunham. | J. G. Hutchinson, St. Mary's Bay, N.S. | Port Medway, N.S. | St. Vincent | Lumber - | — 11 | Kingston Bay, St. Vincent. | |
| 9 Sept. - | "Caledonia" - 37 years. | St. Vincent - | - - - | Sloop, W. | 22 | 6 | J. E. Peters | H. A. Stagell, St. Vincent. | Kingstown, St. Vincent. | Calliaqua - | Ballast - | S.W. 10 | Harbour of Calliaqua, St. Vincent. | |
| 9 Sept. - | "Chillianwallah" 11 years. | Liverpool - | Ver. 3/3, L 1. 1. for 6 years, from 5.74. | Ship, W. | 1,216 | 27 | M. Colper - | A. Gibson, Liverpool. | London - | Quebec - | Ballast - | S.W. 10 | Chicotte, 25 miles E. of S.W. Point Anticosti, Canada. | |
| 9 Sept. - | "Devonshire" - 45 years. | Hamilton, Ber. | - - - | Brigantine, W. | 74 | 5 | W. S. Doe - | S. Saltus, Hamilton, Ber. | Barbados - | Kingstown, St. Vincent. | Guano and molasses. | S.W. 10 | Harbour of Kingstown, St. Vincent. | |
| 9 Sept. - | "H. M. Norris" - 2 years. | Guysboro', N.S. | - - - | Brigantine, W. | 155 | 7 | D. Munro - | A. N. Whitman, Cape Canso, N.S. | Mahone Bay - | Barbados - | Sugar, 1 passenger. | S.S.W. 9 | East end of pier, breakwater, Barbados. | |
| 9 Sept. - | "March Hare" - 18 years. | Falmouth - | Ll. cont. 1869, 8 A 1, 6.74. | Schooner, W. | 98 | 6 | T. Harris - | E. Pope, Falmouth. | Brigus, Newfld. | Labrador - | Ballast, 1 passenger. | S. 2 | Split Point, near Bacalhao Island, Newfoundland. | |
| 9 Sept. - | "Minnie Miller" - 18 years. | U.S.A. - | - - - | Brigantine, W. | 227 | 8 | — Carle - | J. S. Winslow & Co., Portland, Me. | Norfolk, Va. - | Barbados - | Staves, 1 passenger. | S.S.W. 9 | 150 yards E. of pier, breakwater, Barbados. | |
| 9 Sept. - | "Prince of Wales" Unknown. | Castries, St. Lucia. | - - - | Sloop, W. | 33 | 7 | - - - | E. M. Murray, Castries, St. Lucia. | Castries - | Soufrière - | Ballast - | — | Soufrière Bay, S.W. Coast of St. Lucia. | |
| 10 Sept. - | "Elizabeth" - 6 years. | Halifax, N.S. | - - - | Brigantine, W. | 142 | 7 | T. Bale - | J. M. Watson, Halifax, N.S. | Halifax, N.S. - | Port au Prince, Hayti. | Fish and lumber. | N.E. | Philips Reef, East Caicos, W.I. | |
| 10 Sept. - | "North Star" - 10 years. | Gaspé - | - - | Schooner, W. | 27 | 4 | F. Raymond | R. Setter, Anticosti. | Gaspé Basin - | Anticosti - | Ballast - - | W. 10 | S.W. Point Bay, Anticosti, Canada. | |
| 12 Sept. - | "Dolphin" - 26 years. | Kingston, Jamaica. | - - - | Schooner, W. | 50 | 6 | T. Eden - | W. Eden, Grand Cayman. | Kingston, Jam. | Jeremie, Hayti. | Ballast - | — 12 | N. point of Jeremie Harbour, Hayti. | |
| 12 Sept. - | "Rhondda" - 27 years. | Whitby - | - - - | Schooner, W. | 179 | 7 | T. Ward - | J. Ward. Whitby. | Shields - - | Rotterdam - | Coal - - | N.E. by E. 4 | Ribbons Bank, about 7 miles S. by E. ½ E. of Goeree Light, Holland. | See page 209. |
| 13 Sept. - | "Sangalie" - 2 years. | Sydney, N.S.W. | - - - | Schooner, W. | 28 | 3 | — Fuller - | H. Ross Lewin, Tanna. | Tanna - - | Noumea - | Ballast - - | — | Havannah Pass, New Caledonia. | |
| 16 Sept. - | "Bibsy" - 6 years. | Port Elizabeth | Ver. 3/3, P. 1. 1. for 9 years, from 4.69, 4.73. | Schooner, W. | 66 | 6 | W. C. Turner. | H. B. Christian, Port Elizabeth. | East London - | Port Elizabeth. | Potatoes, maize, and hides. | E. 6 | S. of outer beacon, Roman Rock, Algoa Bay. | See page 227. |
| 16 Sept. - | "Flying Squirrel" 35 years. | Melbourne - | - - - | Brigantine, W. | 79 | 6 | J. Patten - | W. J. Johnston, Melbourne. | Melbourne - | Circular Head. | Potatoes - | — | East of King Island, Bass's Straits. | See page 233. |

App. to Parts III. and IV. Wrecks, &c. of British Vessels abroad, and of Foreign Vessels on the Coasts of British Possessions, involving LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS—*continued*.** | | | | | | | |
| 1875. | | | | | | | | | | | | | | |
| 17 Sept. | "Tigress" 4 years. | St. John's, Newfld. | - - - | Barquentine, W. | 213 | 15 | J. Bongard | J. Outerbridge, St. John's, Newfld. | Cow Bay | Montreal | Coal, 4 passengers. | E.S.E. 6 | 200 yards from Entry Island Light, Magdalen Islands, Canada. | |
| 17 Sept. | "Wilhelmine" 21 years. | Norway | - - - | Barque, W. | 616 | 16 | C. Andreasen. | J. Ludvigsen, Skein. | Cowes | Quebec | Ballast | E. 8 | St. Nicholas, Quebec, Canada. | |
| 18 Sept. | "Hewson" 32 years. | Hartlepool | - - - | Brig, W. | 221 | 7 | J. McDowall. | J. Pattison, Hartlepool. | Hartlepool | Gluckstadt | Coal | Calm | River Stör Bar, Elbe, Germany. | |
| 18 Sept. | "Siam" 28 years. | Norway | - - - | Barque, W. | 765 | 17 | T. H. Steen | F. Breda | Matane | Waterford | Deals | N.N.E. 12 | 6 miles above Matane, St. Lawrence, Canada. | |
| 19 Sept. | "Ariel" 12 years. | St. John's, Newfld. | - - - | S. S., W. | 78 | 13 | W. Sopp | St. Lawrence Salmon Fishing Co., Quebec. | Henley Harbour, Lab. | Red Bay, Lab. | Ballast, 5 passengers. | S. 1 | Thistle Rock, off Eastern Tickle, Red Bay, Labrador. | |
| 19 Sept. | "Gertrude" 3 years. | Salcombe | Ll. 11, A 1, 10.72. | Brigantine, W. | 217 | 9 | E. O. Ball | J. H. Hill, Salcombe. | Cardiff | Santos | Coal | S.E. 5 | Lat. 7° 18′ S., Long. 34° 45′ W., Brazil. | |
| 19 Sept. | "Derwent" 8 years. | London | Ll. *A A 1, 2.75. | Barque, I. | 599 | 18 | J. Gadd | W. H. Tyndall, London. | Rio de Janeiro | Anjer Point | Ballast | S. 6 | 2 miles E.N.E. of Sangian Siera, Java. | See page 253. |
| 21 Sept. | "England" 12 years. | Singapore | Ll. cont. 73, 3 A 1, 5.73. | Barque, W. | 860 | 39 | T. Pfeiffer | Ong Boon Keng, Penang. | Singapore | Shanghai | Wood, 5 passengers. | N. 5 | Lat. 24° 30′ N., Long. 120° 35′ E., Formosa Island. | See page 253. |
| 22 Sept. | "Dowlutpersad" 12 years. | Kurrachee | - - - | Native craft, W. | 36 | 7 | — Esmail | Sullinan Mahomed. | Kurrachee | Veeravul | Grain | W. 6 | On bank of Mull Ka Bara, India. | |
| 24 Sept. | "Marie and Nellie" 19 years. | France | - - - | Barque, W. | 414 | 11 | — Bellone | C. A. Verminck & Co., Marseilles. | At Bathurst | | Ground nuts | — | Bathurst Harbour, Gambia. | |
| 25 Sept. | "Helen G. Rich" 8 years. | New York, U.S.A. | - - - | Brigantine, W. | 286 | 7 | — Zittlosen, | New York | Bangor, U.S.A. | Havana | White pine lumber. | E.S.E. 5 | 15 yards to N. of Damas Cay, Cay Sal Bank, Bahamas. | |
| 25 Sept. | "Khandeish" 11 years. | Liverpool | Ll. *A A 1, 7.74. | Ship, I. | 1,009 | 23 | J. Skelly | Nicholson, Magill, & Co., Liverpool. | San Francisco | Liverpool | Wheat and salmon. | N.E. 5 | Oeno Island, S. Pacific. | |
| 26 Sept. | "Bessie Lewis" 2 years. | Hull | - - - | Ketch, W. | 67 | 5 | W. Ellam | J. L. Potter, Hull. | Hull, for fishing | | Ballast | — | Hamvig, 50 miles S. of Hagger, Denmark. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26 Sept. | "Emanuel" 9 years. | Halifax, N.S. | - - - | Schooner W. | 27 | 2 | J. Halliday, Charlottetown, P.E.I. | | Pictou | Charlottetown. | Coal | S.S.W.11 | St. Peter's Island, Charlottetown, P.E.I. | |
| 27 Sept. | "Eureka" 14 years. | Dundee | - - - | Schooner W. | 69 | 4 | J. Deas, St. Andrew's | | Buckie | Konigsberg | Herrings | W.S.W. 12 | Lat. 58° 7′ N., Long. 6° 34′ E., near Lister, Norway. | |
| 27 Sept. | "Guide" 10 years. | Swansea | Ll. Æ 1, 4.75 | Brig, W. | 222 | 8 | W. Ditblado | J. Bowen, Swansea. | Newcastle | Norrkoping | Coal | S.W. 10 | Bockeskar, Gothenburg, Sweden. | |
| 27 Sept. | "Indian Chief" 26 years. | St. John's, Newfld. | - - - | Schooner, W. | 36 | 10 | J. Lang | R. Grieve, St. John's. | Carbonear | Labrador, for fishing. | Ballast | N.N.W. 9 | Petty Harbour, Labrador. | |
| 27 Sept. | "Mary Emma" 3 years. | Bridgewater | Ll. 9, A 1, 12.72. | Ketch, W. | 81 | 5 | J. Channing | G. B. Sully, Bridgewater. | Bridgewater | London | Oak | N.E. 7 | 4 miles S.E. of Cape Grisnez, France. | |
| 27 Sept. | "Mary Kate" 10 years. | Charlottetown, P.E.I. | - - - | Schooner, W. | 42 | 4 | E. Walsh | D. Miller, Rocky Point. | St. Peter's, C.B. | Charlottetown. | Limestone | W.N.W. | Governor's Island, Hillsboro' Bay, P.E.I. | |
| 27 Sept. | "Venus" 13 years. | Sunderland | - - - | Brigantine, W. | 201 | 7 | T. J. Walker, Sunderland | | Grays | Pahlude | Chalk | W.S.W. 12 | In River Eider, Germany. | |
| 27 Sept. | "Wesley" 17 years. | Jersey | Ll. restd. 70, 6 A 1, 4.73. | Schooner, W. | 70 | 5 | J. W. Fleming, St. Helier's. | | Gaspé | Jersey | Fish | — 10 | Point St. Peter's, Gulf of St. Lawrence. | |
| 29 Sept. | "Six Frères" 12 years. | St. John's, Newfld. | Ver. 5/6, G.1.1. for 4 years, from 5.73. | Brigantine, W. | 119 | 8 | M. Collins | A. W. Harvey, St. John's. | St. John's, Newfoundland. | St. John's, P.E. | Dried cod-fish | E. 6 | Anegada Reefs, near Tortola. | |
| 1 Oct. | "Glynwood" 7 years. | Charlottetown, P.E.I. | - - - | Schooner, W. | 92 | 6 | H. N. Silver | G. D. Longworth. | Savannah, U.S.A. | P.E. Island | Pitch pine, timber, and planks. | S.W. | Port Joli Head, N.S. | |
| 1 Oct. | "Louise" 8 years. | Germany | - - - | Brigantine, W. | 201 | 8 | J. Frank | Ellbruger & Son, Rostock. | Stettin | Cardiff | Wheat | N.W. 6 | South Beach of Sandy Island, Heligoland. | |
| 1 Oct. | "Medina" 2 years. | Singapore | Ll. 18 years, Red, 6.73. | Steamer, I. | 688 | 51 | C. G. Black | Singapore Steamship Co., Singapore. | Padang | Jeddah | General, 550 pilgrims. | Calm | Parkin Rock, Harnish Island, Arabia. | |
| 1 Oct. | "Mirella" 11 years. | Halifax, N.S. | - - - | Brigantine, W. | 129 | 8 | G. L. Nickerson. | R. Boak & Son, Halifax, N.S. | Inagua | Halifax, N.S. | Salt | W. 7 | Thrum Cap, Halifax, N.S. | |
| 2 Oct. | "Atlas" 15 years. | Hull | Liv. 18 years, Red, 6.74. | Steamer, I. | 997 | 20 | J. Wing | Bailey & Leetham, Hull. | Hull | Cronstadt | General | — 9 | Wrangö Island, Sweden | See page 169. |
| 2 Oct. | "Rose" 11 years. | Wick | - - - | Smack, W. | 39 | 3 | J. Gunn | J. Mackenzie, Wick. | Lybster | Altona | Herrings | S.S.W.5 | Great Vogelsand, Elbe, Germany. | |
| 2 Oct. | "Sanspareil" 21 years. | Liverpool | - - - | Ship, W. | 1,180 | 22 | J. G. Sawyer | J. Fothergill, Newcastle. | London | Quebec | Ballast | S. 6 | Duck Island, near Cape Ray, Newfoundland. | |
| 3 Oct. | "H. P. Kitchen" New. | Liverpool, N.S. | - - | Barque, W. | 524 | 11 | C. H. Mc Leod. | W. Collins, Liverpool, N.S. | London | Sydney, C.B. | Ballast | S.W. | St. Pierre, Newfoundland. | |
| 4 Oct. | "Anna" 7 years. | Port Louis, Mauritius. | - - - | Schooner, W. | 149 | 11 | E. Perié | Wilson, Smale, & Co., Port Louis. | Mahanoro | Mananzary | Rum and dry goods. | — | Sandbank at Mahanoro, S. of Madagascar. | See page 225. |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry. (if any). |
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| | | | | | | | **STRANDINGS**—*continued.* | | | | | | | |
| 1875. | | | | | | | | | | | | | | |
| 4 Oct. | "Hector" 4 years. | Liverpool | - - - | S. S., I. | 1,560 | 44 | W. Robinson | A. Holt, Liverpool. | Shanghai | Amoy | General, 16 passengers. | N.E. 6 | E.N.E. of Chih Sen Island, Amoy, China. | See page 254. |
| 4 Oct. | "Mayflower" 9 years. | Banff | Ll. cont. 74, 5 A 1, 11.74. | Schooner, W. | 173 | 7 | G. Smith, Portsoy | | Cronstadt | Elsinore, for orders. | Wheat | — | North end of Hogland Reef, Russia. | See page 201. |
| 5 Oct. | "Boyd" 20 years. | Not registered | - - - | Schooner, W. | 16 | 2 | J. Shearer | — Levy, Tairua. | Tairua | - - - | Produce | S.W. 8 | Marai Nui, East Cape, Bay of Plenty, Auckland, N.Z. | |
| 5 Oct. | "Daniel W. Clark" 11 years. | St. John, N.B. | - - | Schooner, W. | 116 | 5 | C. Peck | D. W. Clark, St. John, N.B. | Vineyard Haven, U.S.A. | St. John, N.B. | Coal | N.N.E. 7 | 5 miles W. of the Highland Light, Cape Cod, U.S.A. | |
| 6 Oct. | "Fawn" 8 years. | St. John, N.B. | - - - | Schooner, W. | 61 | 3 | A. Egan | Stephenson & Mc Gibbon, St. John, N.B. | Point Wolf, N.B. | Harvey Bank, N.B. | Lumber | E. 2 | Bank of Point Wolf River, N.B. | |
| 6 Oct. | "Island Maid" 10 years. | Whitehaven | - - - | Brig, W. | 134 | 6 | J. Johnstone | J. Williamson, Whitehaven. | Corfu | St. Petersburg. | Olive oil | N.W. | Off Fort Mahon, dep. of the Somme, France. | See page 193. |
| 6 Oct. | "Thomas Sorby" New. | Middlesbro' | Ll. 90, A 1, 4.75. | S. S., I. | 952 | 31 | S. Jackson | J. B. Walker & Co., Middlesbro'. | Batavia | Rotterdam | General, 4 passengers. | W.N.W. 8 | N. W. edge of Ooster Bank, Holland. | See page 215. |
| 8 Oct. | "Fairy Queen" 1 year. | Singapore | - - - | Brigantine, W. | 115 | 40 | —Edgar | E. Marmion, Fremantle, W.A. | Anjer, for pearl fishing | | Ballast | S.S.E. 9 | 2 miles S. of N. point of N.W. Cape, W.A. | See page 232. |
| 8 Oct. | "Grace Sherman" 9 years. | U.S.A. | - - - | Schooner, W. | 73 | 4 | S. H. Fish | | Buffalo | Detroit | Wheat | S.W. 6 | ½ mile E. of Port Burwell Harbour, Canada. | |
| 10 Oct. | "Ellen" 19 years. | Halifax, N.S. | - - - | Schooner, W. | 50 | 4 | C. Shelnutt | H. Shellnutt, Shoal Bay, N.S. | Pictou, N.S. | Halifax, N.S. | Coal, 1 passenger. | N.W. 11 | Ship Harbour, Port Hawkesbury, N.S. | |
| 10 Oct. | "William and John" 21 years. | Yarmouth | - - - | Brig, W. | 318 | 10 | W. Pigot | W. Allen, Weybourne. | Cronstadt | Dover | Deals and chrome ore. | N.E. 3 | Hogland, Russia | See page 223. |
| 12 Oct. | "Ann Elizabeth" 13 years. | Bideford | - - - | Schooner, W. | 69 | 4 | T. Marshall, Appledore | | Dantzic | Antwerp | Oak timber | E.S.E. 9 | Dragor Bay, Denmark. | |
| 12 Oct. | "Arbitrator" 18 years. | Liverpool | - - - | Barque, W. | 587 | 15 | J. Hannay | T. Mc Veagh | Quebec | Belfast | Timber | E.S.E. 6 | E. side of St. Pierre Island, Newfoundland. | See page 167. |
| 12 Oct. | "Milford" 5 years. | London | Ll. 8, A 1, 1.74. | Ship, W. | 1,046 | 22 | D. Simpson | J. Stewart, London. | Calcutta | Nieuwediep | Linseed | W.N.W. 3 | Zitzikamma Point, near Cape St. Francis, Cape Colony, Lat. 34° 13′ N., Long. 24° 30′ W., N. Atlantic. | See page 239. |
| 14 Oct. | "Rescue" | S. Shields | - - - | Barque, | 261 | 8 | W. Thompson, S. Shields | | Cronstadt | Grangemouth | Deals | F. | Near Torpe, Sweden | See page 209. |

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| 14 Oct. | "Savage" 29 years. | Penzance | Ll. A 1, in Red, 8.74. | Schooner, W. | 149 | 7 | W.H. Phillips | A. Berryman, Penzance. | Messina | Catanzaro | Ballast and empty casks. | S. 8 | Catanzaro, Calabria, Italy | See page 212. |
| 15 Oct. | "Lochbulig" 4 years. | Aberdeen | Ll. 10, A 1, 7.71. | Schooner, W. | 333 | 12 | A. McPherson. | Morris, Lewis, & Co. Shanghai. | Swatow | Amoy | Ballast, 3 passengers. | Calm | West point of Lambay Island, China. | See page 256. |
| 15 Oct. | "Putton" 25 years. | Kurrachee | - - - | W. | 47 | 10 | — Dad | Hajee Husson Dad. | Kutiff | Kurrachee | Grain | Calm | Close to the Bar, Kurrachee, India. | |
| 15 Oct. | "Star in the East" 25 years. | Whitby | - - - | Barque, W. | 277 | 9 | — Massie | W. Steel, Robin Hood's Bay, Yorks. | Burntisland | Stettin | Ballast | E. 10 | Ulfshale, N.E. point of Möen Island, Denmark. | |
| 16 Oct. | "Amelia Wilson" 8 years. | London | - - - | Schooner, W. | 208 | 8 | E. M. Gay | D. C. Scott, London. | Bahia | Rio Janeiro | Wood | — | Outer bar of River Vicoza, Brazil. | |
| 16 Oct. | "Bruce" 1 year. | Dunedin | Ll. 90, A 1, 3.74. | S. S., I. | 205 | 21 | F. Jones | Union S.S. Co. of New Zealand. | Timaru | Port Chalmers. | General, 12 passengers. | Calm | ¼ mile S. of Tairoa Head, Otago, N.Z. | See page 227. |
| 16 Oct. | "Carl zu dend rei Greifen," 8 years. | Germany | Ver. 3/3, A 1. 1. for 9 years, from 7.67. | Brig, W. | 330 | 9 | L. Garche | C. H. Bunck, Barth. | London | East London | General | S.E. 10 | East London Roadstead, Cape Colony. | |
| 16 Oct. | "Orb" 31 years. | Sunderland | - - - | Brig, W. | 225 | 8 | R. Etherington. | H. Tonkinson. | Cronstadt | Yarmouth | Wood and chrome ore. | E. 10 | Carlsund, Denmark. | |
| 16 Oct. | "Port Wallace" 23 years. | Sunderland | - - | Brig, W. | 218 | 7 | W. Nelson | W. H. Sayers, Sunderland. | Cronstadt | Ipswich | Deals and chrome ore. | E.S.E. 9 | Lund Faxoe Bay, Denmark. | |
| 17 Oct. | "Favorite" 16 years. | St. John's Newfld. | - - - | Schooner, W. | 39 | 5 | J. Pardy | W. Pardy, Twillingate. | Twillingate | St. John's | Dried cod fish | S.W. 6 | Moose Island Rock between Cann Island and Fogo Island, Newfoundland. | |
| 17 Oct. | "Gaspè Lass" 11 years. | Gaspè | - - - | Schooner, W. | 21 | 1 | J. Adams | D. Dooling, Gaspè. | Gaspè | Esquimaux Point. | Deals | N.W. 11 | English Bay, Anticosti, Canada. | |
| 18 Oct. | "Dunbrody" 30 years. | Quebec | - - - | Barque, W. | 423 | 14 | J. Dunn | H. Dinning, Quebec. | Quebec | Liverpool | Timber | S.W. by S. 6 | South ledge of Bras d'Or, Labrador. | |
| 22 Oct. | "Alexandra" 13 years. | Fremantle, W.A. | - - - | Brigantine, W. | 287 | 9 | J. Walton, Irwin River, Western Australia. | | Swatow | Tientsin | Tea and sugar | — | 30 miles S. of Tamsui, Island of Formosa. | |
| 23 Oct. | "A. R. Dall" 3 years. | Shelburne, N.S. | - - - | Schooner, W. | 63 | 5 | A. H. Dall, Shelburne, N.S. | | Halifax, N.S. | Cow Bay | Ballast | N. 10 | N. side of Cape Canso, Canada. | |
| 23 Oct. | "Brothers" 2 years. | St. John's, Newfld. | - - | Schooner, W. | 17 | No one on board | E. Mackay | R. Thorburn, St. John's. | Sizes Harbour, Labrador. | Bonavista Bay. | Ballast | N.W. 10 | Bonavista Bay, Newfoundland. | |
| 23 Oct. | "Modoc" 2 years. | Miramichi | - - | Schooner, W. | 99 | 6 | L. De Grace | J. Sadler, Chatham, N.B. | La Have | Boston | Extract of hemlock bark. | S.E. 10 | ¼ mile from light on Cross Island, S.E. Coast of Nova Scotia. | |
| 24 Oct. | "Mary Hart" 16 years. | Arichat, C.B. | | Schooner, W. | 26 | 4 | M. Gray, Halifax, N.S. | | Cheticamp, N.S. | Halifax | Herrings | N. 6. | Cariboo Island Shoal, near Pictou, N.S. | |
| 26 Oct. | "Sinope" 6 years. | St. John, N.B. | - | Schooner, W. | 117 | 5 | S. Foote | C. E. Robinson, St. John, N.B. | Halifax, N.S. | St. John, N.B. | Coal | N.N.W. 1 | Beacon Bar, Harbour of St. John, N.B. | |
| 27 Oct. | "Bee" 16 years. | Yarmouth, N.S. | - - - | Schooner, W. | 24 | 4 | C. Campbell | R. Gardner, Yarmouth, N.S. | Weymouth | Annapolis | Ballast | E. 10 | Lower Granville, Annapolis, N.S. | |

40249.

## STRANDINGS.—*continued.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
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| 1875. | | | | | | | | | | | | | | |
| 28 Oct. | "Minmanueth" 10 years. | Scilly | Ll. 12, A 1, 11.73. | Barque, W. | 259 | 10 | J. Sherris | W. Munford, Scilly. | Mauritius | Bombay | Sugar | S.S.E. | Lat. 11° 28′ N., Long. 72° 35′ E., Laccadive Islands. | See page 239. |
| 29 Oct. | "Margarita" 4 years. | U.S.A. | - - - | Sloop, W. | 3 | 3 | T. Bassome | J. Peloney, Monte Christo. | Salt Cay | Monte Christo. | Salt, 2 passengers. | E. by N. 5 | Sunken rock near N.E. part of Great Sand Cay, Turks Islands. | |
| 29 Oct. | "Nation's Hope" 21 years. | Sydney, N.S.W. | - - - | Ship, W. | 741 | 16 | W. Livingstone. | G. W. Allen, Sydney, N.S.W. | Japan | British Columbia. | Ballast | S.E. 11 | Royal Roads, Esquimalt, British Columbia. | |
| 30 Oct. | "Formosa" 23 years. | Melbourne | - - - | Barque, W. | 380 | 11 | J. Campbell | R. Rae, Melbourne. | Newcastle, N.S.W. | Manila | Coal | — | Off Albay, S.W. end of Luzon, Philippines. | |
| 30 Oct. | "Mary Covell" 8 years. | Halifax, N.S. | - - - | Schooner, W. | 47 | 5 | C. Wickens | Bartlett, Covell, and others, Sable Island, N.S. | Vernon River, P.E.I. | Yarmouth, N.S. | Potatoes, &c. | N.N.E. 4 | Tom Cod Rock, Country Harbor Ledges, N.S. | |
| 30 Oct. | "Yumuri" 18 years. | Nassau, N.P. | - - - | Barque, W. | 322 | 9 | F. Nichols | J. Lowe, New York. | New York | Sagua | General | — | Marillanes Reef, near Sagua, Cuba. | |
| 31 Oct. | "Brunette" 1 year. | Auckland, N.Z. | - - - | Cutter, W. | 18 | 3 | W. Sinamon | D. Sellar & J. McPherson, Auckland. | Tairua | Tauranga | Timber | N.W. | Tairua Harbour, New Zealand. | |
| 31 Oct. | "Gibson" 5 years. | U.S.A. | - - - | Schooner, W. | 257 | 8 | - - - | J. B. Muir, Buffalo, U.S.A. | Toledo | Buffalo | Wheat | W. 10 | S.E. of Piers, Port Burwell, Canada. | |
| 31 Oct. | "Louis Alfred" 1 year. | London | Ll. 13, A 1, 9.74. | Brigantine, W. | 116 | 6 | — Perriam | L. A. Benjamin. | Swansea | Port Elizabeth. | Wood | S.E. 9 | Plettenberg Bay, Cape Colony. | See page 237. |
| — Oct. | "Mary" New. | Charlottetown, P.E.I. | Ll. 7, A, 8.75 | Brigantine, W. | 199 | 6 | S. McLellan | A. McMillan, Summerside, P.E.I. | Richibucto | Liverpool | Deals | — 10 | Langley Beach, St. Pierre. | |
| 1 Nov. | "Sally" 6 years. | N. Shields | Ll., A A 1, 1.75. | Barque, W. | 296 | 11 | W. Tait | N. Howlett, Shanghai. | Newchwang | Swatow | General, 4 passengers. | N.E. 10 | 7 miles N.E. of Cupchi Point, near Swatow, China. | See page 258. |
| 2 Nov. | "Iris" 10 years. | St. John, N.B. | Ll. cont. 5.74, 5 A 1, 5.75. | Brigantine, W. | 237 | 9 | D. Leary | McLachlan and Wilson, St. John, N.B. | Chester | N. Sydney, C.B. | Ballast | — 10 | Scatarie, C.B. | |
| 2 Nov. | "Matilda" 8 years. | Jersey | - - - | Cutter, W. | 30 | 4 | P. Renouf | N. Pallot, St. Martin's, Jersey. | Swansea | Jersey | Coal | S.S.E. 6 | St. Ouen's Bay, Jersey. | |

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| 2 Nov. | "Plover" 13 years. | Sunderland | Ll. cont. 72, 7 A 1, 12. 72. | Barque, W. | 342 | 10 | J. Wright | J. Firth, Sunderland. | Taganrog | Queenstown | Wheat | E.N.E. 6 | Phanos Point, Dardanelles | See page 206. |
| 4 Nov. | "John W. Dodge" 27 years. | U.S.A. | - - - | Schooner, W. | 83 | 7 | S. Frost | J. W. Stetson, Gloucester, U.S.A. | Argyle | Gloucester, U.S.A. | Fish | S.S.W. | Old Man Rock, E. of the Ball Tusket, Canada. | |
| 6 Nov. | "Charles Dickens" 5 years. | N. Shields | - - - | S. S., I. | 647 | 19 | — Knott | J. G. Hill, Sunderland. | Sunderland | Boulogne | Coal | — | Boulogne Harbour, France | See page 174. |
| 6 Nov. | "Eamont" 39 years. | Sunderland | - - - | Brig, W. | 285 | 8 | S. A. Laws | C. J. Riches, Sunderland. | Gefle | Harwich | Wood and iron | S.S.W. 10 | Skane Reef, E. Coast of Gotland. | See page 253. |
| 6 Nov. | "Napperby" 4 years. | Adelaide, S.A. | - - - | Ketch, W. | 70 | 5 | A. Diekmann | J. Denman, Adelaide, S.A. | Port Pirie | Port Adelaide | Wheat and wool | S.W. 8 | Near Point Lowly, Spencer's Gulf, S. Australia. | |
| 7 Nov. | "Daniel Rankin" 17 years. | N. Shields | - - - | Barque, W. | 934 | 18 | J. Scorfield | J. Turpie, N. Shields. | Quebec | Glasgow | Deals | W.N.W. 6 | 7 miles W. of Matane Lighthouse, St. Lawrence. | |
| 7 Nov. | "Niger" 40 years. | Whitby | - - - | Brig, W. | 283 | 8 | J. Gooding | B. J. Robinson, Robin Hood's Bay, Yorks. | Skutskär | Hull | Deals and iron | — 9 | Böda, East Coast of North Oland. | See page 257. |
| 7 Nov. | "Rambler" 18 years. | Swansea | Ll. A 1 in Red, 2.73. | Schooner, W. | 93 | 5 | N. Roe | J. Davis, Swansea. | Limerick | Boulogne | Oats | W.N.W. 4 | Sands off east pier, Boulogne. | |
| 8 Nov. | "Eagle" 6 years. | St. John's, Newfld. | - - - | Schooner, W. | 28 | 4 | S. King | L. Tessier | Bay de Verds | Grates Cove | Ballast | 1 S.W. | Bay de Verds Bight, 2 cables from Seal Cove Point, Newfoundland. | |
| 8 Nov. | "Forth" 20 years. | London | - - - | S. S., I. | 310 | 19 | E. Halfpenny | Gen. S. N. Co., London. | London | Rotterdam | General | N.W. 10 | Mouth of New Waterway, near Maasluis. | See page 185. |
| 10 Nov. | "Elizabeth" 15 years. | Arichat, C.B. | - - - | Schooner, W. | 115 | 6 | F. Martell | S. Terris, Arichat, C.B. | Arichat | Charlottetown. | Lumber | S.E. 9 | Governor's Island, Charlottetown, P.E.I. | |
| 11 Nov. | "Lady Cecilia" 16 years. | Newcastle | Ll. cont. 69, 7 A 1, 10. 73. | Barque, W. | 460 | 13 | H. Wilkinson | P. Freeman, Blyth. | Trieste | London | Staves | N.N.E. 5 | 3 miles S. of San Cataldo, S.E. Italy. | |
| 11 Nov. | "St. Michel" 5 years. | Irvine | Ver. 3/3, A 1. 1. for 7 years, from 6.70, 2.75. | Brigantine, W. | 460 | 9 | J. M. Bond | W. G. Wright, Glasgow. | Port Hawkesbury | Dalhousie | Ballast | E. 12 | 2 miles W. of Escuminac Light, Miramichi Bay, N.B. | |
| 12 Nov. | "Challenge" 18 years. | Charlottetown, P.E.I. | - - - | Schooner, W. | 91 | 5 | J. Malone | P. W. Hyndman, Charlottetown, P.E.I. | P.E. Island | St. John's, Newfld. | Oats, potatoes, and turnips. | W.S.W. 8 | Point at entrance to Placentia Gut, Newfoundland. | |
| 12 Nov. | "Katie McDonald" 4 years. | P. E. Island | Ll. 8, A 1, 11.71. | Barque, W. | 447 | Unk., say 15 | — Hogan | J. Duncan, Charlottetown. | London | Charlottetown. | Unknown | — | Charlottetown, P.E. Island. | |
| 12 Nov. | "Lyttona" 8 years. | Brisbane | - - - | Schooner, W. | 74 | 9 | W. Rosengren | Taylor and Winship, Cleveland, Queensland. | Makira Harbour | Port Curtis | Ballast, 45 passengers. | W.S.W. | Hada Bay, St. Christoval Island, Solomon Group. | See page 238. |
| 13 Nov. | "Confederate Star" 8 years. | Newport | Ll. cont. 1874, 5 A 1, 9.74. | Barque, W. | 412 | 12 | D. Roach | Geething & Sons, Newport. | Iquique | Hamburgh | Nitrate of soda | N.N.E. 10 | Norderney Island, Hanover, and afterwards foundered. | See page 176. |
| 13 Nov. | "Lady Louisa" 24 years. | Cardiff | Ll. Æ 1, 10.75 | Barque, W. | 889 | 21 | T. James | Rowlands & Thomas, Cardiff. | Cardiff | Cape de Verde | Coal, &c. | W.S.W. 8 | Ile de Sein, France | See page 197. |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
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| | | | | | | | **STRANDINGS—*continued.*** | | | | | | | |
| 1875. 13 Nov. | "McLeod" 4 years. | London | Ll. 100, A 1, 12.74. | S. S., I. | 453 | 22 | W. Chater | Wilson and Co., London. | Barcelona | Huelva | Ballast | Calm | 2 miles N.W. ½ W. of Cape Palos, Spain. | |
| 14 Nov. | "Olive Branch" 11 years. | Oswego | | Schooner, W. | 160 | 7 | — Preston | O. H. Bond, Oswego. | Oswego | Toronto | Coal | E. | 2 miles below lighthouse at Toronto, Lake Ontario. | |
| 17 Nov. | "Wolverine" 17 years. | Gaspé | | Schooner, W. | 40 | 4 | E. Adams | E. and T. Adams, Gaspé. | Fox River | Gaspé Basin | Dry fish | — 10 | Indian Cove, Bay of Gaspé, Canada. | |
| 20 Nov. | "George Smith" 30 years. | Sunderland | | Brig, W. | 210 | 6 | J. Marshall | W. Eggleston, Monkwearmouth. | London | Sunderland | Sulphate of soda. | N. by E. 12 | Abandoned after collision near Yarmouth, and afterwards stranded near Calais, France. | See page 186. |
| 20 Nov. | "Penwith" 40 years. | Weymouth | | Ketch, W. | 55 | 4 | W. J. Washer. | W. R. Royal, Weymouth. | Poole | Rotterdam | Drainage pipes. | N.N.W. 11 | 2 miles N. of Noordwyk, Holland. | |
| 21 Nov. | "Annie E." 7 years. | St. John, N.B. | | Schooner, W. | 149 | 6 | T. R. Pye | J. Calkin, St. John, N.B. | Dorchester | Boston, U.S.A. | Stone | — | Deadman's Narrows, 3 miles from Beaver Harbour, N.B. | |
| 22 Nov. | "Ann" 9 years. | Sunderland | Ll. cont. 8.74, 3 A 1, 3.73. | Brig, W. | 285 | 9 | J. Richardson. | J. Lister, Sunderland. | Venice | Dédé Agatch | Ballast, 1 passenger. | S.W. 6 | Off Railway Terminus, Dédé Agatch, Turkey. | |
| 22 Nov. | "Clara" New. | P.E. Island | Ll. 7, A 1, 8.75. | Barque, W. | 298 | 11 | M. Malone | J. Gillon, Charlottetown, P.E.I. | Liverpool | Charlottetown, P.E.I. | Salt, &c. | S.W. 6 | On reef N.E. of Cranberry Light, Cape Canso, N.S. | |
| 22 Nov. | "Henriette" 7 years. | Germany | Ver. 3/3, A 1.1. for 9 years, from 3.68, 9.74. | Brig, W. | 231 | 9 | D. Bischoff | E. Tobias & Co. | Monte Christo | Falmouth | Wood, tobacco, & wax. | N.E. 6 | 1 mile from S.E. end of Mariguana, Bahamas. | |
| 22 Nov. | "Madeline" 16 years. | London | | Barque, W. | 383 | 14 | A. Oppen | G. S. Simpson, London. | Demerara | London | General, 1 passenger. | N.N.E. 5 | Dog Island, bearing E. 3 miles, Caribbean Sea. | See page 200. |
| 26 Nov. | "Gazelle" 2 years. | P.E. Island | Ll. 5, A 1, 5.74. | Barque, W. | 499 | 13 | W. H. Barnard. | A. Lord, Charlottetown. | Amsterdam | Sydney, C.B. | Ballast, 1 passenger. | S. 4 | Port Nova Rocks, Cape Breton. | |
| 26 Nov. | "General Canrobert," 20 years. | Arichat, C.B. | | Brigantine, W. | 134 | 6 | R. McDonald | P. Doyle, Halifax, N.S. | Glace Bay | Halifax | Coal | — 9 | Cape Auget, Richmond, C.B. | |
| 26 Nov. | "Vine" 12 years. | Banff | | Schooner, W. | 93 | 6 | H. McLagan | H. Munro | Stettin | Newcastle | Silver ore cinders. | E.N.E. 7 | 15 miles E. of Falsterbo, Sweden. | |
| 27 Nov. | "Transit" New. | P.E. Island | Ll. 8, A 1, 10.75. | Barque, W. | 1,140 | 19 | J. Madge | W. Richards, Bideford, P.E.I. | Shediac | Mumbles | Deals | N.N.E. | Reef to the westward of Langlois, Miquelon. | |

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| | 6 years. | | 8.75. | W. | | | | Sunderland. | | | | | Syria. | |
| 30 Nov. - | "Aaron Perkins" 7 years. | U.S.A. - | - - - | Schooner, W. | 45 | 4 | T. M. Jewell | A. Phalem, Salem, U.S.A. | Bonne Bay - | Salem, Mass. | Herrings - | — | Entrance of N.E. Harbour of Louisburg, Cape Breton. | |
| 30 Nov. - | "Lady Jane Grey" 21 years. | St. John's, Newfld. | - - - | Schooner, W. | 55 | 6 | J. Halfyard | J. J. Rogerson, St. John's. | Harbor Grace - | Green Harbor, Trinity Bay. | Provisions - | S.E. 10 | Off Moore's Stage in Bay de Verd, Trinity Bay, Newfoundland. | |
| 30 Nov. - | "Swiftsure" - 1 year. | Charlottetown, P.E.I. | Ll. 9, A 1, 11. 74. | Brigantine, W. | 197 | 6 | J. Dauncy - | F. W. Hyndman, Charlottetown, P.E.I. | Crapaud, P.E.I. | Queenstown | Oats - | N.W. 12 | East side Strait of Canso, North entrance, N.S. | |
| 30 Nov. - | "Sylvia" - - 8 years. | P.E. Island - | - - - | Barque, W. | 390 | Unk., say 12 | - - - | J. C. Pope, Charlottetown, P.E.I. | Cascumpecque - | Queenstown | Oats - | — | Cascumpecque, P.E.I. | |
| — Nov. - | "Helène" - 2 years. | Antigua - | - - - | Sloop, W. | 5 | 4 | M. Furlonge | R. S. Parker, Antigua. | St. John's, Antigua. | English Harbour. | Ballast - | -- | Johnson's Point, S.W. point of Antigua. | |
| 2 Dec. - | "Gertrude Plummer," 5 years. | Maine, U.S.A. | - - - | Schooner, W. | 171 | 7 | V. C. Plummer, Maine, U.S.A. | | Caicos - | Wilmington | Salt and guano, 1 passenger. | E.N.E. 5 | South part of Great Sand Cay, Turks Islands. | |
| 2 Dec. - | "Jane F. Woodall" 9 years. | Lancaster - | Ll. cont. 5.74. 5 A 1, 5.75. | Schooner, W. | 144 | 6 | — Gaulter - | J. Fisher, Barrow-in-Furness. | Malaga - | Antwerp - | Calamine ore - | W. 10 | Balerma, Spain. | |
| 3 Dec. - | "Kitty Coburn" - 9 years. | Melbourne - | Ll. 3/3, A 1. 1. for 3 years, from 5.73. | Brigantine, W. | 405 | 11 | -- Steele - | J. C. Smith, Melbourne. | Melbourne | Flinders Bay, W.A. | Tanah - | S.E. 10 | ½ mile N. of Barrack Point, Flinders Bay, W.A. | See page 236. |
| 5 Dec. - | "Cyrus Fossett" - 14 years. | Boston, U.S.A. | - - - | Schooner, W. | 141 | 6 | — Pierce | | New York - | Martinique | Lumber, shooks, and breadstuffs. | — | N. end of Barbuda. | |
| 5 Dec. - | "Margarets" - 36 years. | Whitby - | - - - | Snow, W. | 236 | 9 | M. Stevenson. | J. Wake, Whitby. | Slitö - - | Poole - | Deals - - | E.N.E. 10 | Beddinge Reef, near Trelleborg, Sweden. | |
| 5 Dec. - | "Ocean Wave" - 26 years. | London - | - - - | Brig, W. | 184 | 7 | W. Slater - | J. Mackenzie, Blyth. | Riga - - | Leith - | Deals - | E. by N. 9 | Island of Bornholm, in the Baltic. | See page 204. |
| 6 Dec. - | "Advance" - 13 years. | Goole - | - - - | Schooner, W. | 77 | 5 | — Branford | W. Cass, Cawick Grange, Yorks. | St. Michael's - | Bristol - | Oranges - | S.W. 10 | Urzelina Bay, St. George Island, Azores. | |
| 8 Dec. - | "Seaton" - - 2 years. | Liverpool - | Ll. 100, A 1, 12.73. | Barque, I. | 733 | 17 | W. A. Smith | P. Iredale, Carlisle. | Cebu - - | Liverpool - | Sugar and hemp. | N.N.W. | 10 miles N.W. of Billiton Island, Java. | |
| 10 Dec. - | "L'Indienne" - 15 years. | Port Louis, Mau. | - - - | Barque, W. | 442 | 29 | P. J. Puren | A. Brémon & Co., Mauritius. | Vohemar, Mad. | Port Louis, Mauritius. | Bullocks, 3 passengers. | — | Vohemar, North of Madagascar. | |
| 10 Dec. - | "Union" - 9 years. | St. John's, Newfld. | - - - | Schooner, W. | 25 | 4 | J. Butler - | C. and J. W. Butler, Port de Grave, Newfld. | Port de Grave - | St. John's - | Cod fish and oil. | S.W. 4 | Conception Bay, Newfoundland. | |
| 11 Dec. - | "Annie S." - 7 years. | Cape Town - | - - - | Brigantine, W. | 121 | 9 | S. B. Avery | W. C. Jackson, Liverpool. | Cape Town - | E. London | General - | Calm | Buffalo River, Cape Colony. | See page 225. |
| 12 Dec. - | "Isabella Haydon" New. | P.E. Island - | Ll. 7, A 1 - | Brig, W. | 241 | 8 | J. McCormick. | Feake, Bros., & Co., P.E. Island. | Liverpool, N.S. | Charlottetown, P.E.I. | Salt, iron, and soda. | E.S.E. 8 | Rocky Bay, Richmond, C.B. | |

App. to Parts III and IV. Wrecks, &c. of British Vessels abroad, and of Foreign Vessels on the Coasts of British Possessions, involving LOSS OF VESSEL, &c.—*cont.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether IronorWood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **STRANDINGS—*continued.*** | | | | | | | | | | | | | | |
| 1875. | | | | | | | | | | | | | | |
| 13 Dec. | "British Gem" 8 years. | Bideford | Ll. 12, A 1, 2.73. | Schooner, W. | 98 | 5 | J. Bernard | T. Trewin, Bideford. | Twillingate | Bristol | Fish, &c. | S.E. by E. 9 | Cat Harbour, Newfoundland. | |
| 13 Dec. | "Gitana" 20 years. | W. Hartlepool | - - - | S. S., I. | 395 | 19 | W. W. Flaxman. | W. J. Young, W. Hartlepool. | W. Hartlepool | Gothenburg | Coal and iron, 2 passengers. | S.W. 2 | Hönöhufvud, N. of Winga Light, Sweden. | See page 187. |
| 13 Dec. | "P. Power" 4 years. | Halifax, N.S. | - - - | Schooner, W. | 76 | 5 | — Reeves | Lordley & Simpson. | Sydney | Bay of St. Lawrence. | Fish, coal, and oil. | N.E. 10 | Bay of St. Lawrence. | |
| 17 Dec. | "Blackwood" 3 years. | St. John's, Newfld. | Ll. 9, A 1, 6.74. | Brigantine, W. | 229 | 8 | R. Palfrey | S. March, St. John's, Newfld. | Cow Bay | St. John's Newfld. | Coal - - | E.S.E. 6 | Off Glace Bay, Newfoundland. | |
| 17 Dec. | "Elizabeth and William," 35 years. | St. John's, Newfld. | - - - | Brig, W. | 134 | 9 | S. Skinner | J. Stevenson, Harbor Grace. | Trepassey | St. John's Newfld. | Herrings | S.E. by S. 5 | Chance Cove, Cape Race, Newfoundland. | |
| 18 Dec. | "Pajaro" New. | U.S.A. | - - - | Schooner, W. | 219 | 7 | - - - | - - - | New York | Havana | Potatoes | N.W. 6 | Abaco Island, Bahamas. | |
| 20 Dec. | "Anna Mitchell" 8 years. | Tortola | - - - | Brigantine, W. | 171 | 7 | J. W. Fielder | J. Bull, Tortola. | Newport, R.I. | Boston, U.S.A. | General | W.S.W. 9 | S.W. of the S.E. point of Cuttyhunk, Mass. | |
| 21 Dec. | "Uncle Tom" 23 years. | Sydney | - - - | Ketch, W. | 27 | 4 | J. Tyrrell | J. Lancaster, Lake Macquarie. | Lake Macquarie. | Newcastle, N.S.W. | Timber | S.E. 3 | Lake Macquarie Bar, N.S.W. | See page 247. |
| 22 Dec. | "Jane Black" 27 years. | Dundee | Ll. A 1, in Red, 10.75. | Brig, W. | 205 | 8 | G. Sutherland. | W. Cook, London. | Marbella | San Pedro | Coal - - | — 1 | 2 miles W. of Marbella, Spain. | See page 194. |
| 23 Dec. | "Argos" 6 years. | Llanelly | Ll. 7, A 1. | Brig, W. | 289 | 10 | S. Owens | D. Paton, Llanelly. | Newcastle, N.S.W. | Noumea | General | E. by N. | North-east of New Caledonia. | |
| 23 Dec. | "Nicoline" 18 years. | Germany | Ver. 5/6, A 1. 1. for 4 years, from 8.75. | Schooner, W. | 134 | 7 | J. Hamchildt. | N. Struve, Blankenese. | Hamburgh | Port Elizabeth. | General | S.E. 9 | New jetty of Algoa Bay, Cape Colony. | |
| 23 Dec. | "Souvenir" 1 year. | Yarmouth, N.S. | Ver. 3/3, G. 1. 1. for 8 years, from 12.74, 1.75. | Ship, W. | 977 | 16 | T. J. Perry | W. D. Lovitt, Yarmouth, N.S. | Antwerp | Tybee | Ballast - - | S.W. 2 | E. edge of Stonebreakers, South Carolina. | |
| 24 Dec. | "Louisa" 15 years. | London | Ll. continued 1872, 8 A 1. | Ship, W. | 881 | 17 | — Bach | H. S. Edwards, S. Shields. | Sunderland | Kurrachee | Coal | — | Tangacherry Reef, near Guilon, W. Coast of India. | See page 237. |
| 26 Dec. | "Arichat West" 11 years. | St. John's, Newfld. | - - - | Brigantine, W. | 304 | 9 | N. McDonald | J. Wood's, St. John's, Newfld. | Glace Bay, C.B. | St. John's Newfld. | Coal, 30 passengers. | S.S.W 6 | St. John's Narrows, Newfoundland. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] 1 year. | [illegible], N.B. | Ll. 7, A 1, 5.74. | Brigantine, W. | [illegible] | 7 | [illegible] Studd | A. [illegible], Shediac, N.B. | Sydney, C.B. | St. John, N.B. | Coal | S.S.E. 10 | Between Jones' Harbour, and Port Herbert, N.S. | |
| 28 Dec. | "Isla" 40 years. | Dundee | | Brig, W. | 292 | 10 | A. Glass | J. Henderson, Dundee. | Liverpool | Para | Coal | E. 1 | Near Tatuoca, Brazil | |
| 28 Dec. | "Mary Varwell" 4 years. | Brixham | Ll. 12, A 1, 11.72. | Schooner, W. | 186 | 8 | W. W. Varwell. | W. Varwell, Brixham. | London | St. Jago | Telegraph cable. | N.E. 6 | N.E. Reef off Barbuda. | |
| 28 Dec. | "Scud" 6 years. | Charlottetown, P.E.I. | | Schooner, W. | 91 | 6 | M. Cassidy | F. Woodbury, Charlottetown, P.E.I. | Bonne Bay | Charlottetown. | Herrings | N.W. 10 | Pleasant Bay, Cape North, Cape Breton. | |
| 29 Dec. | "Lady of the Lake" 13 years. | Dunedin | | S. S., I. | 60 | 9 | F. Holloway | G. F. Reid, Dunedin. | Dunedin | Port Molyneux. | General, 1 passenger. | N.E. 7 | Reef off Long Bay, 3 miles N.W. of Nuggets, N.Z. | See page 237. |
| 29 Dec. | "Maggie Hathan" 2 years. | U.S.A. | | Schooner, W. | 331 | 9 | J. Small | S. Staples, Lubec, Me. | East Caicos | Baltimore | Salt, 2 passengers. | E. by N. | Bar off N.E. point of Long Cay, East Caicos, Turk's Islands. | |
| 29 Dec. | "Marianne" 29 years. | Dartmouth | Ll. restored 69, 8 A 1, 9.74. | Brigantine, W. | 142 | 7 | W. K. Cussons. | Goodyear & Co., Liverpool. | Falmouth | Puerto Cabello. | Ballast | — | ¼ mile from Punta Brava Lighthouse, Puerto Cabello, Venezuela. | |
| —Dec. | "Amelia" 9 years. | Pugwash, N.S. | | Schooner, W. | 29 | 3 | J. S. Allen, | Crapaud, P.E.I. | | | Lime stone | N.W. | Gull Rock, Pictou, N.S. | |
| —— | "Tuapeka" 12 years. | Dunedin, N.Z. | | S. S., W. | 24 | 9 | W. Dyson | G. F. Reid, Dunedin. | Trading in River Molyneux, N.Z. | | Produce | — | A snag in Molyneux River, Otago, N.Z. | |
| 1876. | | | | | | | | | | | | | | |
| 2 Jan. | "Kate Moynahan" 5 years. | Newcastle, N.S.W. | | Schooner, W. | 102 | 7 | J. McCall | J. Henderson, Newcastle, N.S.W. | Dunedin | Foxton | Railway iron | S. 2 | North Spit, Manawatu River, N.Z. | |
| 3 Jan. | "Fred E. Scammell," 4 years. | St. John, N.B. | | Schooner, W. | 234 | 8 | O. D. Barberie. | Scammell Bros., St. John, N.B. | St. John's, Nwfld. | St. John, N.B. | Herrings | S. by E. | Beaver Harbour, Nova Scotia. | |
| 3 Jan. | "Patagonia" 12 years. | Swansea | Ll. 13, A 1, 11.75. | Barque, W. | 299 | 10 | T. Jones | J. E. Burgess, Swansea. | Swansea | Madeira | Coal | S. 9 | Near the town of Funchal, Madeira. | |
| 4 Jan. | "Fred Dunbar" 8 years. | U.S.A. | | Schooner, W. | 78 | 6 | F. M. Conners. | W. H. Witherle & Co., Castine, Me. | Portland, Me. | Ruatan | Ballast | N.E. 6 | Haulover Reef, Grand Caicos, Turk's Islands. | |
| 4 Jan. | "Isabella" 12 years. | Melbourne | | Schooner, W. | 36 | Unk., say 3 | T. Hughes | G. B. B. Elliott, River Cam, Tasmania. | | | Unknown | — | Point Nepean, Victoria | See page 234. |
| 6 Jan. | "Frascati" 1 year. | S. Shields | Ll. 90, A 1, 3.75. | S. S., I. | 311 | 14 | J. Malcolm | H. Daunsey, London. | Cardiff | Sables, D'Olonne. | Coal | S.E. 4 | Raz de Sein, between Tevennec and Sein Islands, Finistère, France. | See page 186. |
| 7 Jan. | "Chief" 12 years. | Halifax, N.S. | | Brig, W. | 299 | 9 | D. Matheson | J. Taylor & Co., Halifax, N.S. | Bay of Islands | Fortune Bay | Fish and salt, 1 passenger. | E.N.E. 11 | Anderson's Cove, Long Harbour, Fortune Bay, Newfoundland. | |
| 7 Jan. | "Kaffir Chief" 8 years. | London | | Barque, W. | 317 | 10 | W. Owen | Thomson & Matthews, London. | London | Natal | General | E.N.E. 9 | Natal Bar | See page 236. |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
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| | | | | | | | **STRANDINGS.**—*continued.* | | | | | | | |
| 1876. 7 Jan. | "Maggie Campbell," New. | Halifax, N.S. | - - - | Schooner, W. | 72 | 7 | A. Campbell | L. Mackinnon, Inverness, C.B. | Fortune Bay | Whycocomagh, C.B. | Herrings, 1 pasenger. | S.W. 9 | River Rocks, near Barges Islands, Newfoundland. | |
| 8 Jan. | "Stebonheath" 33 years. | Sunderland | - - - | Barque, W. | 884 | 16 | J. Scott | W. Reed, N. Shields. | Carthagena | Pensacola | Ballast | N.E. | E. end of Grand Cayman, Jamaica. | |
| 14 Jan. | "Water Witch" 22 years. | Launceston, Tasmania. | - - - | Cutter, W. | 13 | 2 | G. Atkinson | B. Crow, Launceston. | Launceston | Ringarooma | General | — 10 | Sand Spit, Tomahawk Beach, Tasmania. | |
| 15 Jan. | "Melaine" 23 years. | Wellington, N.Z. | - - - | Schooner, W. | 136 | 8 | B.B. Creagh | E. Pearce, Wellington. | Wellington | Kaipara | Ballast | S.E. 6 | 2 miles off North Head, Kaipara Harbour, N.Z. | |
| 16 Jan. | "Andilutchmy" Unknown. | Cocanada | - - - | Brig, W. | 75 | 13 | Dhony Gooriah. | —Nordipilly, Kamiah. | Cocanada | Vizagapatam | Paddy and rice. | S.W. 4 | Pallawarum Yellamunclatly Talug, East Coast of India. | |
| 17 Jan. | "Amorda Sundra Manomany," 16 years. | Negapatam | - - - | Brig. W. | 105 | 13 | — Sinnetamby. | Nelaynda Padeyache, Tranquebar. | Paumben | Colombo | Rice, &c. | — 6 | Dutch Bay Point, Ceylon. | |
| 17 Jan. | "Atlantic" 7 years. | Liverpool | Ll. 9, A 1, 4.74. | Ship, W. | 1,709 | 30 | — Mellin | A. Cassels, Liverpool. | Lobos Island | Queenstown | Guano | — | Lobos Island, Peru | See page 225. |
| 18 Jan. | "Annie Books" 6 years. | Sydney, N.S.W. | - - - | Ketch, W. | 31 | 4 | J. Storm | R. Langley, Sydney, N.S.W. | Sydney, N.S.W. | Bermagui | Ballast | N.N.E. 9 | Bermagui Bar, N.S.W. | |
| 18 Jan. | "Aurora" 12 years. | Aberystwith | Ll. continued 1875, 8 A 1, 10.75. | Brig W. | 202 | 9 | W. Davies | D. Davies, New Quay. | Teneriffe | Grenada | Ballast | S.E. 9 | Santa Cruz Bay, Teneriffe. | |
| 18 Jan. | "Genova" 4 years. | Italy | Ll. 100, A 1 | S. S., I. | 1,033 | 34 | G. B. Villa | Italian Lld's. S. N. Coy., Genoa. | Calcutta | Colombo | General | E. 1 | Whale Rock, 2½ miles W. 4° N. from Galle Flagstaff, Ceylon. | |
| 20 Jan. | "Ida" 21 years. | St. John's, Newfld. | - - - | Brigantine, W. | 149 | 2 | J. Driscoll | T. H. Walters; St. John's, Nwfld. | In St. John's Harbour | | Ballast | S.W. 12 | Rocks at South Battery, near Chain Rock, Newfoundland. | |
| 21 Jan. | "Peacock" 32 years. | Sydney, N.S.W. | - - - | Ketch, W. | 16 | 3 | J. Simmons | J. Goggerby, Sydney, N.S.W. | Camden Head | Sydney, N.S.W. | Timber | N.W. | Camden Haven Bar, N.S.W. | See page 242. |

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| | | | | | | | | | | | | Cay, Bahamas. | |
| 23 Jan. | "Constantin" 18 years. | Turks Islands | - - - | Brigantine, W. | 150 | 7 | H. Jackson | C. Hall, Sheffield. | Port au Basque | St. Pierre | Coal | S.E. 6 | Ship Rocks, near Channel, Newfoundland. | |
| 25 Jan. | "Record" 22 years. | Newcastle | - - - | Barque, W. | 437 | 10 | J. Dalton, Newcastle | | Newcastle | Noumea | Coal | Calm | 3 miles S. of Bulari Passage, New Caledonia. | |
| 28 Jan. | "Sabina" | U.S.A. | - - - | Schooner, W. | 10 | 2 | J. T. Gibbons, Port Townsend, U.S.A. | | Port Townsend | Victoria | Grain | S.W. 2 | E. end of Trial Island, Vancouver's Island. | |
| 30 Jan. | "Robert Kennedy" | St. Vincent | - - - | Schooner, W. | 39 | Unk., say 4 | - - - | Hughes & Co., Kingstown, St. Vincent. | - - - | - - - | Unknown | — | Grenada. | |
| 31 Jan. | "Florence Mary" 1 year. | Parrsboro', N.S. | - - - | Schooner, W. | 86 | 6 | G. Green | W. H. Bigelow, Parrsboro', N.S. | Boston | St. John's, Newfld. | General | N.W. 7 | Pigeon Cove Point, Trepassey Bay, Newfld. | |
| — Jan. | "Constantine" 23 years. | Quebec | - - - | Schooner, W. | 74 | Unk., say 5 | - - - | J. Plaisance, Quebec. | - - - | - - - | Unknown | — | Dead Island, Canada. | |
| 1 Feb. | "Susan" 25 years. | Auckland, N.Z. | - - - | Schooner, W. | 17 | 2 | O. Hendarks | E. Hodgson, Auckland, N.Z. | Waihiki Island | Auckland | Timber | S. | Onetangi Beach, Waihiki Island, Auckland, N.Z. | |
| 2 Feb. | "Kate" 33 years. | St. John's, Newfld. | - - - | Schooner, W. | 48 | 6 | T. Duff | H. Le Messures. | Harbor Briton | St. John's, Newfld. | Herrings and provisions. | W.N.W. 10 | S. point of Jersey Harbour, Fortune Bay, Newfoundland. | |
| 2 Feb. | "Winsome" 15 years. | Sunderland | Ll. continued 1870, 6 A 1, 8.75. | Brigantine, W. | 129 | 6 | W. Murray | E. Nicholson, Blyth. | Teneriffe | Larache | Ballast | E.S.E. 9 | 1 mile N.N.E. of Las Palmas Pier, Canary Islands. | |
| 4 Feb. | "Albert Juhl" 9 years. | Germany | Ver. 3/3, A. 1. 1. for 3 years, from 9.74. | Barquentine, W. | 273 | 8 | — Bucholz | J. P. Juhl, Stralsund. | London | East London | General | S. 6. | ½ mile E. from Buffalo River, Cape Colony. | |
| 4 Feb. | "City of Galveston," 5 years. | U.S.A. | - - - | S. S., W. | 1,253 | 29 | W. Evans | C. H. Mallony & Co., New York. | Cape Haitien | New York | Coffee, 4 passengers. | E.S.E. | S.E. of Abraham's Bay, Mariguana Islands, Bahamas. | |
| 4 Feb. | "Florence Mayo" 5 years. | U.S.A. | - - - | Schooner, W. | 133 | 7 | W. E. Hall, Thomaston, U.S.A. | | Baltimore | Nassau | General | E. by S. 5 | On reef 5 miles N.E. of Marans Cay, on Abaco shore, Bahamas. | |
| 7 Feb. | "La Serena" 28 years. | Swansea | Ll. A B 1 | Schooner, I. | 330 | 10 | J. Burnett | - - - | London | East London | General | — | Buffalo River, Cape Colony | See page 237. |
| 8 Feb. | "Hydree" 31 years. | Bombay | - - - | Ship, W. | 620 | 26 | - - - | H. M. H. Joosub, Bombay. | Calcutta | Jeddah | Rice | — | Aboo Muckla Reef, 7 miles from Jeddah, Arabia. | |
| 9 Feb. | "Lady Macdonald" 28 years. | London | Ll. continued 1862, 14 A 1, 9.75. | Barque, W. | 593 | 12 | J. Hinks | G. Duncan & Co., London. | London | Port Elizabeth. | General | S.E. 9 | 1 mile N. of Port Elizabeth, Cape Colony. | |
| 11 Feb. | "Flying Spray" 2 years. | Fowey | Ll. 12, A 1, 7.74. | Schooner, W. | 102 | 6 | W. Martin | A. Luke, Charlestown, Cornwall. | Cardiff | Naples | Coal and iron | W. 9 | 7 miles S. of Cape Spartel, Morocco. | |

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| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS—*continued.*** | | | | | | | |
| 1876. 13 Feb. - | "Fatti Shah Alum," 16 years. | Bombay - | - - - | Ship, W. | 820 | 45 | Gholam Rassul. | Hadji Usuf Noor Mahomed, Bombay. | Calcutta | Jeddah - | Rice, sugar, &c., 9 passengers. | — | Rock, 4 miles W. of Hambangtotte, Ceylon. | |
| 14 Feb. - | "Cairo" - - 10 years. | Liverpool - | - - - | Brigantine, W. | 324 | 8 | F. Rogers - | C. Allen, Liverpool. | New Orleans - | Cork - | Oil cakes and staves. | S. 7 | Matanilla Reef, Little Bahama Bank. | See page 227. |
| 16 Feb. - | "Nathaniel Stephens," 15 years. | Boston, Mass. | - - - | Schooner, W. | 162 | 6 | G. C. Parker | F. Curtis, Boston, Mass. | Yarmouth - | Liverpool - | Ballast - | W. 10 | Yarmouth Sound, Nova Scotia. | |
| 16 Feb. - | "Rosamond" - 24 years. | Whitby - | Ll. A 1, in Red, 3.75. | Barque, W. | 327 | 11 | J. Cole - | W. Thompson, Whitby. | Cape de Verd Islands. | Barbados - | Ballast - | E. by N. 4 | Outer edge of Cobbler's Reefs, Barbados. | See page 244. |
| 17 Feb. | "Æolus" - 10 years. | Halifax, N.S. | - - - | Brig, W. | 252 | 8 | T. O. Reilly | D. Taylor & Sons, London. | Vera Cruz | Hamburg - | Cedar and fustic. | W.S.W. 4 | Wester Till, mouth of Elbe, Germany. | See page 249. |
| 18 Feb. - | "Astrid" - - 6 years. | Norway - | Ver. 3/3, A 1. 1. for 4 years, from 7.74. | Brigantine, W. | 120 | 7 | H. Berg - | J. H. Andresen, Christiania. | Falmouth - | Hamburg - | Hides - | W.S.W. 5 | N. rocks of Sandy Island, Heligoland. | |
| 18 Feb. - | "Halifax" - 3 years. | Grimsby - | Ll. 90, A 1, 1.76. | S. S., I. - | 677 | 24 | J. Toogood | Manchester, Sheffield, and Lincolnshire Railway. | Grimsby - | Hamburg - | Bale goods, 4 passengers. | W.S.W. 4 | North end of Heligoland. | |
| 19 Feb. - | "James Crosby" 27 years. | U.S.A. - | - - - | Brigantine, W. | 179 | 7 | J. N. Lord | - - - | St. Marc, Hayti | Philadelphia | Logwood - | S.E. 2 | Castle Island, Bahamas. | |
| 23 Feb. - | "Shark" - 23 years. | Poole - | - - - | Schooner, W. | 143 | 5 | W. Newman | C. Edmonds, Poole. | Brake - - | Newcastle - | Ballast - | — 8 | Langeroog Island, Hanover. | |
| 24 Feb. - | "Martha B. Nickerson," 5 years. | Parrsboro', N.S. | - - - | Brigantine, W. | 172 | 9 | J. B. Morris | W. Moore & Co., Parrsboro'. | Halifax - | Kingstown, Jam. | General, 4 passengers. | N.W. 10 | North-west Reef, Bermuda. | |
| 24 Feb. - | "Prince Arthur" - 12 years. | Liverpool - | Liv. 70 yrs., Red. Ll. *A A 1. | Barque, I. | 544 | 17 | T. Nelson - | Nelson & Co., Liverpool. | Liverpool | Caldera - | Coal - - | Variable 2 | Staten Island, Patagonia - | See page 206. |
| 27 Feb. - | "Witch of the Wave," 8 years. | Liverpool - | Ver. 3/3, A. 1. 1. for 5 years, from 12.74, 1.75. | Brig, W. | 261 | 10 | J. King - | B. Anthony, Liverpool. | Opobo, W. Africa | United Kingdom. | Palm oil, 8 (1 pilot, 7 kroomen.) | N.E. 2 | Opobo Bar, W. Coast of Africa. | |
| 4 Mar. - | "Ipswich" - 30 years. | Hartlepool - | - - - | Barque, W. | 234 | 7 | J. Peacock, | W. Hartlepool | W. Hartlepool - | Geestemunde | Coal - - | W.S.W. 6 | Baltrum Island, Hanover. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unknown. | | | | | | | | | | | | | |
| 7 Mar. - | "Athenais" - 19 years. | St. John, N.B. | - - - | Ship, W. | 984 | 20 | E. Jones - | J. & R. Reed, St. John, N.B. | Pensacola - | Liverpool - | Timber - | — | Quicksands, 43 miles W. of Key West, Florida. | |
| 7 Mar. - | "Chance" - 6 years. | Sydney, N.S.W. | - - - | Cutter, W. | 20 | 2 | A. Misson, Sydney | | Camden Haven - | Sydney - | Timber, 1 passenger. | S. 5 | North beach, Camden Haven, New South Wales. | |
| 7 Mar. - | "Orestes" - 1 year. | Liverpool - | - - - | S. S., I. - | 1,304 | 46 | J. Bewley - | A. Holt, Liverpool. | Liverpool - | Shanghai - | General, 1 passenger. | S.W. 2 | Gindura Rock, Ceylon - | See page 241. |
| 8 Mar. - | "Polar Star" - 20 years. | North Shields - | - - - | Brig, W. | 219 | 8 | H. E. Hood | R. Robinson, Blyth. | Blyth - | Kallundborg | Coal - - | W.N.W. | 3 miles W.N.W. of Scaw Light, Denmark. | |
| 11 Mar. - | "Princess Alexandra," 13 years. | Dartmouth - | Ll. cont., 75. 4 A 1, 1.76. | Schooner, W. | 136 | 7 | W. H. Bovey | J. Bovey, Brixham. | Greenock - | Para - | General - | — | Braganza Bank, Para River, Brazil. | |
| 12 Mar. - | "Abbie Thomas" 12 years. | Yarmouth, N.S. | - - - | Barque, W. | 590 | 12 | T. Eldridge | G. H. Lovitt, Yarmouth, N.S. | Philadelphia - | Dunkirk - | Petroleum - | W. 10 | Pointe Espagnole, La Tremblade, France. | |
| 12 Mar. - | "Cathrina" - Unknown. | Quebec - | Ll. Æ - | Barque, W. | 836 | 17 | J. Robertson | H. Dinning, Quebec. | Antwerp - | Baltimore - | Ballast - | W.S.W. 12 | Near Ellewontsdyk, River Scheldt, Holland. | |
| 14 Mar. - | "Montreal" - 28 years. | Newcastle - | - - - | Barque, W. | 460 | 11 | G. Adams - | Livingstone, Bros., & Co., Newcastle. | Genoa - - | Doboy - | Ballast - | N.N.E. 5 | 2 miles S. of Doboy Harbour, U.S.A. | See page 202. |
| 14 Mar. - | "Parisian" - 22 years. | North Shields | - - - | Barque, W. | 685 | 14 | J. G. Howsagoe. | W. H. Taylor, Whitby. | Newcastle - | Garrucha - | Coke and coal | E.N.E. 10 | Garrucha Beach, Spain. | |
| 15 Mar. - | "Fassfern" - 12 years. | Swansea - | - - - | Brigantine, W. | 199 | 7 | T. Stephens | T. Huxtable, Sketty. | Swansea - | Villaricos - | Patent fuel & machinery. | E.N.E. 7 | Mouth of River Almanzora, near Villaricos, Spain. | |
| 16 Mar. - | "Live Oak" - 44 years. | St. John, N.B. | - - - | Barque, W. | 423 | 8 | S. B. Oulton | Oulton, Bros., St. John, N.B. | St. John, N.B. | Liverpool - | Timber, 2 passengers. | N.N.W. 2 | Devil's Limb Reef, 1½ miles W.S.W. of Seal Island Lighthouse, N.S. | |
| 18 Mar. - | "Aspatria" - 32 years. | Liverpool - | - - - | Schooner, W. | 116 | 7 | T. Pennington. | J. Gilmore, Liverpool. | Gallipoli - | England - | Empty casks - | W.S.W. 11 | 6 miles N. of Gioja, Italy. | |
| 19 Mar. - | "Dart" - - 26 years. | Sydney, N.S.W. | - - - | Brig, W. | 152 | 7 | D. Morgan | A. Campbell, Sydney. | Sydney - | Newcastle - | Ballast - | Calm | North Head, Port Stephen's, N.S.W. | |
| 19 Mar. - | "Maria Wheeler" 18 years. | U.S.A. - | - - - | Brigantine, W. | 304 | 8 | C. Gr r - | S. H. Jackson, St. George. | Guantanamo | Philadelphia | Sugar - - | N.W. 4 | On reef to S. side of Port Nelson, Rum Cay, Bahamas. | |
| 21 Mar. - | "Bryn-y-Moir" - 28 years. | London - | - - - | Brig, W. | 183 | 15 | J. Griffiths - | A. Swanzy, London. | Glasgow - | Cape Coast Castle. | General - | S.W. 5 | Off Addah, W. Coast of Africa. | |
| 25 Mar. - | "Great Western" 4 years. | Bristol - | Ll. 100, A 1, 7.75. | S. S., I. - | 978 | 36 | S. Windham | M. Whitwell, Bristol. | Palermo - | New York - | General - | S.E. 9 | 7 miles E. of Fire Island Lighthouse, Long Island, U.S.A. | See page 189. |
| 26 Mar. - | "Annie Mabel" - 3 years. | London - | Ll. 12, A 1, 4.73. | Barque, W. | 279 | Unk., say 10 | - - - | J. Morris, London. | Newcastle - | - - - | Coal - - | — | Saddle Island, China Sea. | |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | **STRANDINGS**—*continued.* | | | | | | | |
| 1876. 29 Mar. | "Namaqua" 3 years. | Southampton | Ll. 100, A 1, 2.73. | S. S., I. | 202 | 25 | F. N. Sibbs | Union S.S. Co., Southampton. | Cape Town | Port Nolloth | General, 2 passengers. | S.W. 2 | Island Point, near Groen River, Cape Colony. | See page 240. |
| 30 Mar. | "Brilliant" 37 years. | Liverpool | Ll. restd. 1872, 6 A 1, 7.72. Ver. 5/6, L. 1. 1. for 5 years, from 8.72. | Barque, W. | 302 | 12 | R. W. Whyte | J. G. Whyte, Liverpool. | Havre | Rio Hacha | General, 2 passengers. | S.W. 4 | Bar of Minho River, Portugal. | |
| 31 Mar. | "Galatea" 16 years. | Melbourne | - - - | Brigantine, W. | 167 | 6 | - - - | H. C. & L. J. Pigott, Melbourne. | At Port Macdonnel, S.A. | | Unknown | — | Port Macdonnel, South Australia. | |
| — Mar. | "Eddie Walters" 11 years. | U.S.A. | - - - | Schooner, W. | 140 | 6 | F. W. Barnes | C. C. Forster, Boston, U.S.A. | Cape Town | Quoin Point | Ballast | — | Quoin Point, Cape Colony. | |
| 1 April | "Liberator" 16 years. | Aberdeen | Ll. cont. 70, 7 A 1, 9.74. | Ship, W. | 690 | 19 | — Vanderwood. | J. Fraser & Co., Sydney, N.S.W. | Manila | San Francisco. | Sugar | S.E. 6 | Great Loo Choo Island, N. Pacific. | |
| 5 April | "Harlington" 26 years. | Sunderlaud | Ll. Æ 1, 1.75 | Brig, W. | 231 | 8 | W. Wilson | J. Bambrough, Sunderland. | Sunderland | Wismar | Coal | W.S.W. 5 | 3 miles W. of Old Scaw, Denmark. | |
| 5 April | "Mountblairy" 1 year. | Banff | Ll. 10, A 1, 11.74. | Schooner, W. | 138 | 7 | G. Proctor | A. Bow, Macduff. | Glasgow | Stettin | Coal | W. 4 | N. side of the Scaw, Denmark. | |
| 8 April | "Hunter" 2 years. | Wellington, N.Z. | - - - | Ketch, W. | 22 | 3 | H. Nelson | G. Thomas, Wellington, N.Z. | Patea | Wellington, N.Z. | Produce | N.W. 7 | S. rock of Barrett's Reef, Port Nicholson, N.Z. | |
| 9 April | "Allerston" 15 years. | Newcastle | Ll. Æ 1, 2.76 | Brig, W. | 281 | 8 | E. Hunter | Arkless, Ball, & Co., Blyth. | Swinemunde | Riga | Ballast | — 6 | 10 miles W. of Domesness, Russia. | |
| 11 April | "China" 10 years. | Lunenburg, N.S. | - - - | Brigantine, W. | 201 | 6 | S. Wolfe | S. Bell, New Dublin, N.S. | La Have, N.S. | St. Martin's, W.I. | Salt | E.N.E. 9 | Mouth of La Have River, Canada. | |
| 12 April | "William Dobson" 3 years. | St. John, N.B. | Ver. 3/3, 1. 1. for years, from May 1873. | Brigantine, W. | 256 | 8 | C. A. Buck | R. A. Chapman. | New York | San Juan, P.R. | General, 2 passengers. | N.N.E. | Reefs about 2 miles N.E. of San Juan, Porto Rico. | |
| 15 April | "John Gray" 26 years. | Newcastle | - - - | Barquentine, W. | 162 | 6 | J. Carr | M. Reay, Newcastle. | Newcastle | Rouen | Coal | N.E. 5 | Jefosse, near Isigny, France. | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 April | "Kwang Tung" - 8 years. | Aberdeen - | - - - | S. S., I. - | 492 | 60 | F. Ashton'- | D. Lapraik, Acton, Middlesex. | Hong Kong - | Foo Chow - | General, 46 passengers. | Calm | Ocksen Island, China. | |
| 15 April | "Princess Marie" 1 year. | Sydney, N.S.W. | - - - | Ketch, W. | 66 | 5 | G. Williams | S. Dickson, Balmain, N.S.W. | Camden Haven | Sydney, N.S.W. | Timber - | S.S.W. 6 | North Spit of Camden Haven Bar, N.S.W. | |
| 16 April | "Mora" - - 28 years. | W. Hartlepool | - - | Brig, W. | 186 | 6 | H. Beane - | J. Bedlington, W. Hartlepool. | W. Hartlepool - | Flensburg - | Coal - - | E. 7 | Pitgarden Reef, Fehmarn Island, Schleswig. | See page 203. |
| 25 April | "Dunraven" - 3 years. | London - | Liv. 18 years, Red, 4.73. | S. S., I. - | 1,044 | 25 | E. R. Kerr | W. Milburn, Newcastle. | Aden - - | Liverpool - | General - | N.E. 2 | On Shaab Mahmoud Reef, Straits of Jubal. | See page 180. |
| 26 April | "Northumberland" 14 years. | N. Shields - | Ll. A 1 - | Brig, W. | 271 | 9 | W. Sim - | J. Sample, Blyth. | Arroyo - - | Queenstown, viâ Peurto Rico. | Sugar - - | S.E. 4 | Entrance to Tabucoa Harbour, Puerto Rico. | |
| 28 April | "Mary" - - 12 years. | Halifax, N.S. | - - - | Brigantine, W. | 130 | 8 | R. H. Johnstone. | C. and W. West & Co., Halifax, N.S. | Halifax, N.S. - | Jamaica - | Fish - - | E.S.E. 10 | W. side of Ketch Harbour, Halifax, N.S. | |
| 9 May - | "Tradesman" - 38 years. | Yarmouth - | - - - | Schooner, W. | 110 | 6 | J. H. Cooper | J. W. Smith, Yarmouth. | Blyth - - | Courseulles | Coal - - | E.N.E. 6 | Entrance of Port of Courseulles, France. | |
| 11 May - | "Dovre" - - 1 year. | Norway - | - - - | Ship, W. | 1,256 | 23 | F. Sorenson | M. Abel, Bergen. | Akyab - - | Falmouth - | Rice - - | S.S.W. 2 | ½ mile S. of the Point Flagstaff, B. Burma. | |
| 12 May - | "Jane Young" 13 years. | Ardrossan - | - - - | Barque, W. | 439 | 10 | N. McDonald. | H. Hoghart, Ardrossan. | Ardrossan - | Quebec - | Coal - - | W.S.W.6 | South point of Langlois Island, Miquelon. | See page 195. |
| 12 May - | "Alert" - - New. | Locksport, N.S. | - - - | Schooner, W. | 95 | 16 | G. Devigne | T. Muir, Shelburne, N.S. | Shelburne, for fishing | | Ballast - | S.W. | Langlois Beach, Miquelon. | |
| 12 May - | "Osprey" - - 10 years. | Perth - - | Ll. cont. 11.74, 3 A 1, 7.75. | Schooner, W. | 96 | 5 | R. Miller - | J. N. Campbell, Leith. | Newcastle - | Madeira - | Ballast - - | — 11 | Funchal Beach, Madeira. | |
| 13 May - | "Apollo" - - 18 years. | Belfast - | - - - | Barque, W. | 425 | 12 | C. Dunn - | D. Dixon, Belfast. | St. John, N.B. - | Belfast - | Deals - | Calm | Sunken rock in St. John Harbour, N.B. | |
| 17 May - | "Dart" - - 14 years. | Antigua - | - - - | Sloop, W. | 14 | 3 | - - - | E. Brown, St. Ann's Bay, Jamaica. | Rio Nuero - | St. Ann's Bay. | Sugar and rum | N.W. 2 | St. Ann's Bay, Jamaica. | |
| 20 May - | "Edina" - - 6 years. | Germany - | Ll. 10,7 A 1, 9.75. | Barque, W. | 244 | 9 | — Sarre - | G. F. Carrington, Guernsey. | Montserrat - | Glasgow - | Sugar - - | — | Redonda, St. Kitts. | |
| 25 May - | "Vivid" - - 38 years. | Boston - | - - - | Schooner, W. | 70 | 7 | B. Williamson. | T. Slator, Boston. | Alloa - - | Porten Bessin | Coal - - | N.E. 8 | Port en Bessin Harbour, Calvados, France. | |
| 28 May - | "Felix Conceiçao" 17 years. | Portugal - | - - - | Brigantine, W. | 123 | 8 | Da Silva - | Unknown - | Santa Cruz - | La Guayra | Ballast, 101 passengers. | — | 2 miles E. of Long Bay Castle, St. Philip, Barbados. | |
| 1 June - | "Speedwell" - New. | Prince Edward's Island. | Lloyd's A 1, 7 years. | Brigantine, W. | 197 | 7 | J. W. Dauncey. | F. W. Hyndman, Charlottetown, P.E.I. | St. Peter's Bay, P.E.I. | Queenstown, for orders. | Oats - - | S.W. 5 | Cape Spry, near Ground River, P.E.I. | |

## STRANDINGS—*continued.*

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. | | | | | | | | | | | | | | |
| 4 June - | "Rollo" - 8 years. | London - | Ll. 14, A 1 - | Barque, W. | 582 | 16 | W. T. Way | J. Shepherd & Co., London. | Malta - - | London - | Govt. stores, 3 passengers. | N. | 6 miles W.S.W. of Villa do Conde Castle, Portugal. | See page 210. |
| 5 June | "Glenroe" - 1 year. | Pictou, N.S. - | Ver. 3/3, A. 1. 1. for 8 years, from June 1875. | Barque, W. | 546 | 12 | J. Mockler | M. Mockler, Port Philip, N.S. | Sydney, C.B. - | Richibucto, N.B. | Ballast, 3 passengers. | S.E. | South end of St. Paul's Island, Gulf of St. Lawrence. | |
| 7 June - | "Ironsides" - 22 years. | U.S.A. - | - - - | Ship, W. | 1,415 | 25 | J. A. Spedin | Nesmith & Sons, New York. | Liverpool - | St. John, N.B. | Ballast - - | — | East Bar, Sable Island, Canada, | |
| 7 June - | "Renown" - 18 years. | Dartmouth - | Ll. cont. 1870, 8 A 1. | Schooner, W. | 174 | 8 | H. W. Huxham. | R. H. Baltwell, West Almington, Devon. | Eleuthera, Bah. | London - | Pine apples, 1 passenger. | E.S.E. 3 | Shoal near Eleuthera Point, Bahamas. | |
| 14 June - | "Aboyne" - 1 year. | Aberdeen - | Ll. 95, A 1 - | S.S., I. - | 407 | 15 | — Cook - | J. B. Adam, Aberdeen. | Archangel - | Aberdeen - | Oats - - | Variable 2 | Cross Island, White Sea. | |
| 16 June | "Emilio Barabino" 12 years. | Liverpool - | Ll. cont., Oct. 1872, 6 A 1. Ver. 3/3, L. 1.1. for 6 yrs., from 11.70. | Barque, W. | 737 | 15 | M. Thompson. | Japp and Kirby, Liverpool. | Liverpool, Eng. | Sydney, C.B. | Ballast, 1 passenger. | N.E. 2 | Cranberry Head, Cape Breton. | |
| 24 June - | "Memphis" - 9 years. | Liverpool - | - - - | S.S., I. - | 1,822 | 40 | A. Campbell | J. Moss & Co., Liverpool. | Alexandria - | Liverpool - | Grain & esparto, 9 passengers. | S.W. 5 | Guia Point, Coast of Portugal. | |

| | Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 348 | 106 | 34 | 105,209 | 3,884 | 1,059 | 4,943 | 271 | 72 | 5 | 85 |

## (3.)—COLLISIONS.

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Name and Port of Colliding Vessel. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | | | | | | | | | |
| 28 July - | "Lady Katherine," 1 year. | Sunderland - | Liv. 16 years, Red, 2.74. | S. S., I. - | 508 | 17 | J. Lane - | Earl of Durham, Lambton Castle. | Sunderland | Stettin - | Coal - - | S.S. "Milo," of Hull. | N.E. 4 | Harbour of Swinemunde, Germany. | |
| 30 Aug. - | "British Viceroy," 10 years. | Liverpool - | Ll. * A A 1, 5.75. Liv. 20 years, Red, 3.74. | Ship, I. - | 1,173 | 30 | G. H. M. Southcott. | British Shipowners' Co., Liverpool. | Liverpool - | Calcutta - | Salt - - | "Cambay," of Liverpool. | — 1 | Calcutta Moorings, E. Coast of India. | See page 227. |
| 16 Sept. - | "Fanny Wright," 2 years. | Sydney, N.S.W. | - - - | Brigantine, W. | 107 | 7 | S. Brown - | Wright & Co., Sydney, N.S.W. | Sydney, N.S.W. | Newcastle, N.S.W. | Coal, 1 passenger. | S.S. "City of Hobart," of Hobart Town. | W. 6 | Near Bradley's Head, Sydney Harbour, N.S.W. | See page 229. |
| 26 Sept. - | "Mary" - New. | Quebec - | - - - | Schooner, W. | 36 | 4 | A. Tremblay | Eboulemens | Cape Charles | Quebec - | Herrings, 8 passengers. | "Otto and Antonio." | S.W. 2 | Off Bersimis Point, St. Lawrence. | |
| 27 Sept. - | "Mary Ann" 34 years. | Sunderland - | - - - | Brig, W. | 132 | 6 | D. Mason - | A. Simey, Sunderland. | At Skeleftea | - - - | Boards - | Unknown - | — 10 | 8 miles W.N.W. of Marstrand Castle, Sweden. | |
| 30 Sept. - | "Mata Mata" | Moulmein - | - - - | S.S., I. - | 145 | 13 | - - - | Govt. of British Burma. | Rangoon - | On lighthouse service. | Ballast and stores. | S.S.; name unknown. | S.S.W. | Near China Buckeer Lighthouse, British Burma. | |
| 3 Oct. - | "Stephens" - 19 years. | Peterhead - | - - - | Schooner, W. | 89 | 5 | J. Ritchie - | A. Stephens, Fraserbro'. | Fraserburg | Konigsberg | Herrings - | Unknown - | — | Between Bornholm and Rixhoft, Baltic. | |
| 11 Oct. - | "Malta" - 8 years. | Provisionally registered. | - - - | ——, W. | 11 | 2 | F. Camana | S. Camana, Beicos. | Beicos - | Therapia - | Water - | S.S. No. 28, of the Chirket Hainé Co. | S. 2 | ¼ mile from the Scala of Beicos, Turkey. | |
| 22 Oct. - | "Blooming Lily," 2 years. | Great Yarmouth. | - - - | Smack, W. | 35 | 6 | W. Bowers | C. Woods, Gorleston. | Great Yarmouth, for fishing. | | Ballast - | Supposed "Louis," of Bordeaux. | S.E. 5 | 25 miles E. of Well Bank, North Sea. | |
| 23 Oct. - | "Antigua" - 17 years. | Greenock - | Ll. cont. 68, 7 A 1, 9.75. | Ship - | 644 | 16 | A. McCoig | J. Kerr & Co., Greenock. | Ardrossan - | Demerara - | Coal - | S.S. "Eider," of London. | — | Near Demerara Light-Vessel, British Guiana. | |
| 6 Nov. - | "Normanton" 3 years. | Hull - | Liv. 18 yrs., Red, 7.72. | S. S., I. - | 544 | 22 | G. J. Leech | W. Ross, Glasgow. | Pictou, N.S. | Montreal - | Coal - | "N. Churchill," of Liverpool. | — 7 | 9 miles above Metis Light, St. Lawrence, Canada. | |
| 2 Dec. - | "Pride of the Tamar." | Melbourne - | - - - | S. S. - | 14 | Unk., say 5 | — Tippet - | J. Cordell, Georgetown, Tas. | - - - | - - - | Unknown - | "Sparrow Hawk," of Victoria, B.C. | — | Indian Ocean - - | See page 243. |
| 11 Dec. - | "Sarnia" - 45 years. | Guernsey - | - - | Schooner, W. | 97 | 5 | R. Smith - | G. J. Coles | Guernsey - | London - | Granite - | S.S. "Minerva," of Glasgow. | N.N.W. 4 | 9 miles N. by W. of Cape de la Hague, English Channel. | |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Name and Port of Colliding Vessel. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | **COLLISIONS—*continued.*** | | | | | | | |
| 1875. 19 Dec. - | "Mohidinbox" 23 years. | Negapatam - | - - - | Dhoney, W. | 56 | 12 | M. Abdulcader. | S. Abdulcader, Maricar, Patnam. | Kalpitiya - | Colombo - | Coral stones - | Another dhoney, name unknown. | N. 5 | Colombo Harbour, Ceylon. | |
| 20 Dec. - | "Louie" - 3 years. | Rye - - | Ll. 14 years, A 1, 1.73. | Schooner, W. | 145 | 7 | W. H. Marshall. | J. C. Hoad, Rye. | Catalina - | Genoa - | Cod fish - | S.S. "Milton," of London. | E. 4 | 7 miles W.S.W. of Tarifa Light, Mediterranean. | |
| 1876. 2 Jan. - | "Volunteer" 13 years. | Ramsgate - | - - | Dandy, W. | 34 | 5 | W. Davis - | S. Davis, Lowestoft. | Lowestoft, for fishing | | Ballast - | "Young James." of Lowestoft. | S.S.W. 6 | 50 miles off Southwold, North Sea. | |
| 17 Jan. - | "Young Fanny," 9 years. | Grimsby - | - - - | Dandy, W. | 56 | 5 | J. Wright - | J. R. Clarkson, Grimsby. | Grimsby, for fishing | | Ballast - | "Mazeppa," of Grimsby. | S.W. 5 | 50 miles E. of Spurn Point, North Sea. | |
| 27 Jan. - | "Elizabeth Moss," 7 years. | Fowey - | Ll. 9, A 1, 6.73. | Schooner, W. | 136 | 7 | J. Tucker - | S. Moss, Par. | Cardiff - | Madeira - | Coal - - | S.S. "Asiatic," of Southampton. | N.N.E.2 | Funchal Roads, Madeira. | |
| 5 Feb. - | "Memento" 5 years. | Exeter - | - - - | Barque, W. | 321 | 10 | T. Dixon - | R. Redway | Dartmouth | East London | General - | "Notre Dame de la Garde," of Marseilles. | E.S.E. 2 | East London, Cape Colony. | |
| 4 April - | "John Boyle," 4 years. | Cardiff - | - - - | S. S., I. - | 633 | 20 | J. Bowen - | R. Jones, Cardiff. | Newcastle - | Gibraltar - | Coal - - | S.S. "Emma Lawson," of Whitby. | S.W. 1 | 32 miles S.W. of Start Point, English Channel. | |
| 30 April - | "Millicent" - 26 years. | Yarmouth - | - - - | Lugger, W. | 33 | 6 | - - - | G. Rivett, Gorleston. | N. Yarmouth, for fishing | | Ballast - | "Tartar" (trawler), probably of Yarmouth. | N. 5 | 20 miles off Coast of Holland. | |
| 22 May - | "Deerhound" 17 years. | Hull - | - - - | Ketch, W. | 66 | 5 | G. Pallisher | J. A. Cooke, Hull. | Hull, for fishing | | Ballast, 1 passenger. | "Sarah Hoad," of Hull. | W.S.W.4 | 8 miles off the Dutch Coast, North Sea. | |
| — June - | "Champagne" 1 year. | Montreal - | - - - | Barge, W. | 109 | 5 | - - - | C. Champagne, Quebec. | Quebec - | Montreal - | Coal - - | S.S. "Bolino." | — | Near Point Champlain. | |

| | Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 23 | 6 | 5 | 5,124 | 220 | 10 | 230 | 16 | 6 | 1 | 3 |

| Date of Casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Nature of disaster. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1873. 7 April - | "John William," 16 years. | Halifax, N.S. | - - - | Schooner, W. | 31 | 8 | D. McIsaac | W. Carter, Cod Roy. | Channel, Newfld, for sealing voyage. | | Stores - | N.W. 6 | Contact with ice. | Gulf of St. Lawrence. | |
| 1875. 1 March - | "John Stewart," 20 years. | Quebec - | - - - | Schooner, W. | 65 | 4 | S. Balcom - | J. A. Watt, Halifax, N.S. | St. Peter's - | Halifax, N.S. | Lime - | — | Burnt - | Sheet Harbour, N.S. | |
| 20 April - | "Isa" - - 7 years. | St. John's, Newfld. | - - | Schooner, W. | 54 | 20 | R. House - | S. Rendell, St. John's, Newfld. | French shore, for fishing | | Stores - | N.E. 6 | Contact with ice. | Between Fox Head and Grois Island. | |
| 15 May - | "Emma" - 3 years. | Not registered | - - - | Schooner, W. | 40 | 5 | J. Halfyard, | Bonne Bay | Bonne Bay, for sealing voyage. | | Stores - | W.S.W. 7 | Contact with ice. | Off Sandy Bay, Straits of Belleisle. | |
| 28 May - | "Prince of Wales," 15 years. | St. John, N.B. | - - - | S. S., W. | 68 | None on board | - - - | J. McSweeney, St. John, N.B. | Lying at Carleton Wharf | | Ballast - | — | Burnt - | Carleton, St. John, N.B. | |
| 13 June - | "Liberty" - 31 years. | Newcastle - | - - - | Barque, W. | 575 | 15 | R. Williams | J. Thwaites, Newcastle. | Quebec - | Dundee - | Timber - | S.W. 5 | Contact with ice. | Lat. 49° 50′ N., Long. 59° 11′ W., N. Atlantic. | |
| 23 June - | "La Bonne Intention," 5 years. | Greenock - | Ll. 10, A 1, 11.73. | Barque, W. | 358 | 14 | J. Sawtell - | D. McLaren, Greenock. | Demerara - | Liverpool - | Sugar, rum, and cocoanuts, 1 passenger. | W.S.W.5 | Burnt - | Lat. 49° N., Long. 26° 45′ W., N. Atlantic. | See page 255. |
| 24 June - | "Caledonia" 15 years. | St. John's, Newfld. | - - - | Schooner, W. | 101 | 9 | P. Delaney | R. Grieve, St. John's. | Conception Bay. | Labrador, for fishing. | Salt and stores, 72 passengers. | W.S.W.5 | Contact with ice. | 24 miles N. by E. of Fogo Island. | |
| 28 June - | "Royal Arch" 11 years. | St. John's, Newfld. | - - - | Schooner, W. | 85 | 16 | J. Costigan | P. G. Tessier, St. John's. | St. John's - | Labrador, for fishing. | Salt and stores, 57 passengers. | S.S.W. 5 | Contact with ice. | 7 miles S.E. of Belleisle, Newfoundland. | |
| 30 June - | "J. L. Wickwire," 8 years. | Windsor, N.S. | - - - | Barque, W. | 391 | 10 | G. W. Murray. | Sheffield & Wickwire, Canning, N.S. | Doboy - | The Tyne - | Pitch pine - | W.S.W. | Condemned, waterlogged. | Lat. 28° 30′ N., Long. 57° 10′ W., N. Atlantic. | |
| — June - | "Nelly" - Unknown. | Mauritius - | - - - | Schooner, W. | 80 | 3 | — Dovet - | - - - | Bombay - | Tuticorin - | Unknown - | — | Loss of sails, &c.; condemned. | Indian Ocean. | |
| 29 July - | "Dominion" - 8 years. | Wallaceburg, Ont. | - - - | S. S., W. | 117 | 9 | J. W. Steinhoff, Wallaceburg, Ont. | | Detroit - | Chatham - | Firewood - | — | Burnt - | River Thames, 5 miles below Chatham, Ontario. | |
| 30 July - | "City of Saint John," 5 years. | St. John, N.B. | - - - | S. S., W. | 518 | 24 | — Leach - | E. Lunt, St. John, N.B. | Bathurst, N.B. | Campbelton, N.B. | General, 2 passengers. | — | Struck on an anchor. | Bathurst Harbour, N.B. | |
| 31 July - | "Albatross" 22 years. | Grangemouth | Ll. Æ 1, 8.74. Ver. 5/6, A 2. 1. for 3 years, from 4.74. | Barque, W. | 922 | 20 | T. Bryson - | A. Thomson & Nephews, Grangemouth. | Moulmein - | Cork - | Wood - | — | Abandoned, waterlogged. | Lat. 5° 27′ N., Long. 94° 35′ E., Indian Ocean. | See page 224. |

## CASUALTIES FROM OTHER CAUSES—*continued.*

| Date of Casualty. | Name and Age of vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Nature of disaster. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 2 Aug. | "Evangeline" 6 years. | Yarmouth, N.S. | - - - | Barque, W. | 325 | 9 | G. Kinney | Churchill & Davis, Yarmouth, N.S. | Monte Video | Queenstown | Bone ash | N.E. | Burnt | Almoran Bar, Uruguay River. | |
| 7 Aug. | "Aurelie" 6 years. | Quebec | Ver. 3/3, L. 1. 1. for 9 years, from 5.69, 4.75. | Barque, W. | 548 | 14 | O. Côté | E. Michou, Quebec. | Liverpool, viâ Barbados. | Monte Video | Coal, 2 passengers. | — | Burnt | Lat. 16° 39′ N., Long. 30° 16′ W., N. Atlantic. | See page 251. |
| 8 Aug. | "Aurora" 1 year. | London | Ll. 100, A 1, 11.74. | Ship, I. | 1,768 | 47 | A. Johnson | Anderson, Anderson, & Co., London. | Pt. Adelaide | London | General, 37 passengers. | N.W. 6 | Burnt | Lat. 39° N., Long. 37° W., N. Atlantic. | See page 169. |
| 29 Aug. | "Zealous" 12 years. | Sunderland | Ll. continued 73, 7 A 1, 5.75. | Snow, W. | 292 | 10 | G. Matthews | J. Westoll, Sunderland. | Loading at Taganrog | | Linseed | W. | Burnt | Taganrog Roadstead, Russia. | |
| 4 Sept. | "Pirate" 22 years. | Malta | - - - | Barque, W. | 419 | 12 | G. B. Spiteri | A. Cassar, Malta. | Tripoli | Cardiff | Esparto grass | N. | Burnt | 20 miles N.W. by W. of Gozo Island, Mediterranean. | See page 242. |
| 8 Sept. | "Athlete" 10 years. | Digby, N.S. | - - - | Schooner, W. | 174 | 6 | J. O'Dell | Churchill & Taylor, Digby, N.S. | Digby, N.S. | Demerara | Lumber | E.S.E. 12 | Abandoned, waterlogged. | Lat. 34° 25′ N., Long. 57° 50′ W., N. Atlantic. | |
| 12 Sept. | "Chieftain" 11 years. | Halifax, N.S. | - - - | Brigantine, W. | 127 | 7 | V. Roche | J. T. & A. W. West, Halifax, N.S. | Kingstown | Halifax, N.S. | Ballast | S.E. 12 | Dismasted and condemned. | Lat. 18° 15′ N., Long. 74° 50′ W., Caribbean Sea. | |
| 15 Sept. | "Eastham" 19 years. | North Shields | - - - | Barque, W. | 639 | 13 | D. Turpie | J. Turpie, N. Shields. | Quebec | Greenock | Timber | — 10 | Abandoned, waterlogged. | Lat. 49° 14′ N., Long. 36° 14′ W., N. Atlantic. | See page 181. |
| 20 Sept. | "Adelaide" 21 years. | Liverpool | - - - | Ship, W. | 1,693 | 29 | T. Kelly | D. Kelly & Co., Liverpool. | Rangoon | Liverpool | Rice, 1 passenger. | N.W. 10 | Leaky, &c. condemned. | Indian Ocean. | |
| 21 Sept. | "Clevedon" 7 years. | Liverpool | Ll. *A A 1, 5.74. | Barque, I. | 698 | 18 | D. Hughes | E. C. Friend & Co., Liverpool. | Liverpool | Valparaiso | Coal | S.W. 4 | Burnt | Lat. 41° 52′ S., Long. 78° 83′ W., S. Pacific. | See page 252. |
| 26 Sept. | "Walter Austin." 2 years. | Hull | - - - | Ketch, W. | 72 | 5 | G. Cumins | J. Hobbs, Hull. | Hull, for fishing | | Ballast | S.S.W. 6 | Burnt | Well Bank, North Sea. | |
| — Sept. | "Amelia" 11 years. | Shelburne, N.S. | - - - | Brigantine W. | 256 | 8 | R. B. Deal | L. M. M. Willett, Shelburne, N.S. | Brunswick, Ga. | Rio de Janeiro. | Pitch pine | S.S.E. 8 | Abandoned, water logged. | Lat. 32° 18′ N., Long. 79° 25′ W., N. Atlantic. | |
| 17 Oct. | "Roodee" 12 years. | Liverpool | Ll. *A A 1, 6.73. Liv. 20 years, | Barque, I. | 1,035 | 23 | W. Christian | J. Beazley, Liverpool. | Manila | London | Sugar, hemp, and cigars. | — | Burnt | Manila Bay, Philippine Islands. | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 Oct. - | "Florida" - 1 year. | Quebec - | - - - | Schooner, W. | 352 | 10 | C. Magny, Batiscan, Canada. | | St. Pierre, Miquelon. | Sydney, C.B. | Ballast - | — 9 | Dismasted and condemned. | Near Scatterie Island, Cape Breton. | |
| 24 Oct. - | "Aracana" - 13 years. | St. John, N.B. | Ver. 3/3, for 3 years, from 8.73, 3.74. | Ship, W. | 1,192 | 25 | P. T. Clark | G. W. Roberts, Liverpool. | Liverpool - | Bombay - | Coal - - | Calm | Burnt - | Lat. 14° 25′ N., Long. 73° 10′ E., Indian Ocean. | See page 226. |
| 28 Oct. - | "Agamemnon," 30 years. | Glasgow - | - - - | Barque, W. | 1,047 | 19 | T. Martin - | J. Cornfoot, Fifeshire. | Quebec - | Greenock - | Timber - | N.E. 10 | Abandoned, waterlogged. | Lat. 44° 27′ N., Long. 47° 54′ W., N. Atlantic. | See page 165. |
| 29 Oct. - | "Kerelaw" - 27 years. | Arbroath - | Ll. restored 73, 5 A 1, 1.73. | Barque, W. | 316 | 11 | W. Shea - | C. Porter, Arbroath. | Pernambuco | Cronstadt - | Cotton - | — 6 | Burnt - | 35 miles S.W. of Lister Light, North Sea. | |
| 7 Nov. - | "Francis Bourneuf," 10 years. | Yarmouth, N.S. | - - - | Barque, W. | 570 | 11 | D. C. Weston. | W. D. Lovitt, Yarmouth, N.S. | Miramichi - | Liverpool - | Timber, 2 passengers. | S.E. 10 | Abandoned, waterlogged. | Lat. 47° N., Long. 41° W., N. Atlantic. | |
| 13 Nov. - | "Mary Moore" 18 years. | London - | - - - | Brig, W. | 214 | 8 | D. Munro, Aberdeen | | Jamaica - | Falmouth - | Logwood - | N.W. 12 | Abandoned, waterlogged. | Lat. 36° N., Long. 57° 28′ W., N. Atlantic. | See page 201. |
| 26 Nov. - | "Roma" - 10 years. | Montreal - | Ll. A A 1, 4.73 | S. S., I. - | 508 | 22 | D. Anderson | D. Shaw, Montreal. | Pictou, N.S. | Montreal - | Coal, &c. - | W.S.W. | Contact with ice. | Goose Island Reef, St. Lawrence. | |
| 4 Dec. - | "Pioneer" - 7 years. | Launceston, Tas. | - - - | Ketch, W. | 15 | 2 | P. Turner - | W. B. Dean, Launceston, Tas. | Launceston | Supply Creek | Wheat - | W. | Burnt - | Dilston, River Tamar, Tasmania. | |
| 6 Dec. - | "Theresa" - 18 years. | London - | Ver. 5/6, L. 1. 1. for 5 yrs., from 8.75. | Barque, W. | 705 | 16 | W. Taylor | French & Son, Liverpool. | Liverpool - | Rangoon - | Coal, 1 passenger. | S.S.W. | Burnt - | 70 miles W. of Cape of Good Hope, S. Atlantic. | |
| 8 Dec. - | "Queen of the Lakes," 11 years. | Greenock - | - - - | Ship, W. | 1,153 | 2 | R. Crawford | A. Lyle, Greenock. | Moulmein - | Greenock - | Teak timber - | S.E. 9 | Abandoned, waterlogged. | Lat. 48° 16′ N., Long. 21° 14′ W., N. Atlantic. | See page 208. |
| — Dec. - | "Bristol" - 13 years. | Brockville, Can. | - - - | S. S., W. | 277 | None on board | - - - | - - - | Laid up at Hamilton, Ont. | | Ballast - | — | Burnt - | Port of Hamilton, Ont. | |
| — Dec. - | "R. W. Standly," 13 years. | Chatham, Ont. | - - - | S. S., W. | 275 | None on board | - - - | - - - | Laid up at Hamilton, Ont. | | Ballast - | — | Burnt - | Port of Hamilton, Ont. | |
| 1876. 7 Jan. - | "Canderbant" 10 years. | Cochin - | - - - | Brig, W. | 57 | 15 | S. H. Admiah. | P. Marcar, Cochin. | Badagara - | Cochin - | Ballast - | W.S.W. 5 | Burnt - | Calvetty, Cochin, W. Coast of India. | |
| 7 Jan. - | "Mysore" - 17 years. | Cochin - | - - - | Brig, W. | 141 | None on board | - - - | P. Marcar, Cochin. | Lying at Cochin | | Ballast - | W.S.W. 5 | Burnt - | At Calvetty, Cochin, W. Coast of India. | |
| 20 Jan. - | "Patriotess" - 27 years. | Liverpool - | Ll. A 1, in Red, 7.74. | Barque, W. | 291 | 10 | G. Creamer | F. Cheers, Liverpool. | Old Harbour, Jamaica. | Liverpool - | Logwood, lignum vitæ, &c., 2 passengers. | N.W. 7 | Abandoned | Lat. 33° 10′ N., Long. 66° 10′ W., N. Atlantic. | |
| 5 Feb. | "Le Baron" - 6 years. | Liverpool - | Ver. 3/3, L. 1. 1. for 8 years, from 10.70. | Barque, W. | 889 | 18 | R. Pugh - | J. W. Paynter, Amlwch. | Hull - | Valparaiso | Coal - - | S.E. 5 | Burnt - | Lat. 56° 37′ S., Long. 67° W., S. Atlantic. | |
| 9 Feb. - | "Auxiliar" - 23 years. | Falmouth - | - - - | Barque, W. | 395 | 12 | W. L. Peake | W. Chellew, Cornwall. | Pascagoula | St. Nazaire | Pitch pine - | — | Abandoned, waterlogged. | Lat. 39° 37′ N., Long. 34° 37′ W., N. Atlantic. | See page 170. |
| 15 Feb. - | "Bothnia" - 5 years. | London - | Ll. 90, A 1, 9.75. | S. S., I. - | 1,509 | 24 | J. Scarlett - | R. Doukin, Newcastle. | New Orleans | Liverpool - | Cotton and oilcake. | N.N.E. 4 | Burnt - | Lat. 39° 10′ N., Long. 53° 30′ W., N. Atlantic. | |
| 2 Mar. - | "Columbine" 25 years. | Newcastle - | - - - | Ship, W. | 908 | 17 | J. Coffey - | W. L. Lishman, Newcastle. | Pensacola - | Greenock - | Timber - | N.W. 10 | Abandoned, waterlogged. | Lat. 46° 26′ N., Long. 29° 55′ W., N. Atlantic. | |

| Date of casualty. | Name and Age of Vessel when known. | Port of Registry. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of vessel, and whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and Passengers. | Wind. | Nature of disaster. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CASUALTIES FROM OTHER CAUSES.—*continued.*** | | | | | | | | | | | | | | | |
| 1876. 5 Mar. - | "Alice Abbott" 6 years. | Liverpool, N.S. | - - - | Brigantine, W. | 260 | 9 | N. McLeod | L. A. Sponagle, Liverpool, N.S. | St. Thomas | Falmouth - | Logwood - | S.W. 4 | Abandoned | Lat. 35° 14′ N., Long. 73° 82′ W., N. Atlantic. | |
| 8 Mar. - | "China" - 13 years. | S. Shields - | Ll. continued 8.71, 6 A 1, 5.75. | Ship, W. | 1,047 | 24 | R. Mossman | W. Wright, S. Shields. | Calcutta - | Leith - | Jute cuttings | Calm | Burnt - | Lat. 16° 40′ N., Long. 90° 20′ E., Bay of Bengal. | See page 229. |
| 12 Mar. - | "Caroline" - 49 years. | S. Shields - | - - - | Barque, W. | 341 | 9 | G. W. Lawson. | G. Lawson, S. Shields. | Villaricos - | United Kingdom. | Iron ore and esparto. | — | Burnt - | Port of Oran, Algeria. | |
| 12 Mar. - | "Sarah Grace," 24 years. | St. John's, Newfld. | - - - | Brigantine, W. | 103 | 51 | J. Flaherty | T. Row, St. John's, Newfld. | St. John's, Newfld. | Sealing voyage. | Stores - | E. 3 | Contact with ice. | 5 miles off Cape Bollard, Newfld. | |
| 14 Mar. - | "Juliet" - 4 years. | Llanelly - | Ll. 8, A 1, 12.72. | Brigantine, W. | 187 | 7 | T. Roberts - | J. Powell, Llanelly. | Llanelly - | Caen - | Coal - - | W.N.W. 6 | Struck upon a sunken wreck. | 10 miles S.E. from Ouistreham, English Channel. | |
| 17 Mar. - | "Catherine" - 2 years. | St. John's, Newfld. | - - - | Schooner, W. | 90 | 50 | J. Kenneally | J. Munn, Harbor Grace. | Carbonear - | Sealing voyage. | Stores - | N. 6 | Contact with ice. | 10 miles S.E. from Island Cove, Conception Bay, Newfoundland. | |
| 19 Mar. - | "Belle" - 15 years. | St. John's, Newfld. | - - - | Brig, W. | 164 | 10 | C. Layton - | J. Mann, Harbor Grace. | Carbonear - | Plymouth - | Dried cod fish | S.S.W. 6 | Contact with ice. | Off Western Bay Head, Newfld. | |
| 24 Mar. - | "City of Sandusky" 10 years. | Montreal - | - - | S. S., W. | 463 | None on board | J. Kirby - | I. May, Keswick, Ont. | Cleveland - | Port Stanley | Ballast - | — | Burnt - | Port Stanley Harbour, Canada. | |
| 9 April - | "Ida" - 11 years. | St. John's, Newfld. | - - - | Schooner, W. | 55 | 20 | M. Elliott - | T. D. Hodge, Twillingate. | Twillingate, on sealing voyage. | | Seals - | E.S.E. 9 | Contact with ice. | 5 miles S. by W. of Offer Wadham Islands, Newfld. | |
| 13 April | "Derby" - 4 years. | Hull - - | Liv. 20 years, Red, 1.76. | S. S., I. - | 1,074 | 23 | T. W. Wills | Bailey & Leetham, Hull. | Hull - | Reval - | General - | S. 3 | Contact with ice. | Reval Bay, Russia. | |
| 6 May - | "Kashgar" - 16 years. | Liverpool - | Ver. 3/3, L. 1. 1. for 4 years, from 9.74, 3.75. | Barque, W. | 677 | 18 | J. Russell - | W. H. De Wolfe, Liverpool. | Newcastle, N.S.W. | Bombay - | Coal - - | N. 3 | Burnt - | 14 miles S.W. of Goa Light, Indian Ocean. | |
| 7 May - | "Belle McPhee," 4 years. | Owen Sound - | - - - | Schooner, W. | 121 | 6 | A. McPhee, jun. | A. McPhee, sen., Owen Sound. | Leith - | Collingwood | Wheat - | S.E. | Contact with ice. | 8 miles N.W. of Nottawasaga Light, Lake Huron. | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 19 years. | | | | | | | son, Blyth. | | | | | ice. | Seydisfjord, Iceland. | |
| 11 May - | "Winogene" 6 years. | Shelburne, N.S. | - - - | Brigantine, W. | 390 | 10 | E. P. Dix - | G. B. Doane, Yarmouth, N.S. | Troon - | Ivigtook - | Ballast - | S.E. 10 | Contact with ice. | 45 miles W.S.W. of Arksunk Fiord, Greenland. | |
| 14 May - | "Hawk" - Unknown. | St. John's, Newfld. | - - - | S. S., W. | 172 | 85 | A. Jackman | J. Bowring, St. John's, Newfld. | St John's, Newfld., on sealing voyage. | | Stores - | S. 7 | Contact with ice. | Lat. 50° 20′ N., Long. 55° W., N. Atlantic. | |
| 15 May - | "A 1" - New. | Scarborough - | Ll. 100, A 1, 2.76. | Barque, I. | 933 | 20 | J. Oataway | P. Webster, Scarborough. | Shields - | Montreal - | General - | W.N.W. 4 | Contact with ice. | Lat. 48° 40′ N., Long. 62° 45′ W., Saint Lawrence. | See page 164. |
| 28 May - | "Rising Sun" 19 years. | Liverpool - | Ll. Æ 1 - | Barque, W. | 864 | 18 | H. C. Mouat | F. G. Fry & Co., Liverpool. | Bristol - | Quebec - | Ballast, 1 passenger. | S.W. 10 | Contact with ice. | Lat. 48° 25′ N., Long. 61° 41′ W., N. Atlantic. | |

| | Vessels. | No classed in Ll., Liv., or Ver. | No of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | No of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 63 | 21 | 7 | 29,470 | 949 | 178 | 1,127 | 51 | 11 | 1 | 14 |

Summary of the Wrecks and Collisions of British Vessels Abroad, and of Foreign Vessels on the Coasts of British Possessions Abroad, involving TOTAL LOSS OF VESSEL WITHOUT LOSS OF LIFE.

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Whether Laden or in Ballast. | | | No. of Investigations held. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Laden. | In Ballast. | Unknown. | |
| Foundering - - | 58 | 14 | 4 | 17,586 | 559 | 8 | 567 | 44 | 14 | — | 21 |
| Stranding - - - | 348 | 106 | 34 | 105,209 | 3,884 | 1,059 | 4,943 | 271 | 72 | 5 | 85 |
| Collision - - - | 23 | 6 | 5 | 5,124 | 220 | 10 | 230 | 16 | 6 | 1 | 3 |
| Other Causes | 63 | 21 | 7 | 29,470 | 949 | 178 | 1,127 | 51 | 11 | 1 | 14 |
| Total - - | 492 | 147 | 50 | 157,389 | 5,612 | 1,255 | 6,867 | 382 | 103 | 7 | 123 |

# PART V.

## LIVES LOST ABROAD.

Table 44. **NUMBER of LIVES LOST in WRECKS, &c., to BRITISH VESSELS abroad, and to FOREIGN VESSELS on the COASTS of the BRITISH POSSESSIONS abroad, reported to the Board of Trade during the Year 1875-6, distinguishing the Causes.**

| | Total Crew. | Total Passengers. | Total 1875-6. | Total 1874-5. | Total 1873-4. | Total 1873 (Jan. to June). | Total 1872. | Total 1871. | Total 1870. | Total 1869. | Total 1868. | Total. 1867. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| By Vessels sailing and not being heard of afterwards | 805 | 138 | 943 | 1,275 | 2,294 | 874 | 1,138 | 996 | 1,077 | 765 | 708 | 757 |
| „ „ foundering - - - - | 114 | 15 | 129 | 392 | 998 | 42 | 124 | 256 | 137 | 339 | 359 | 234 |
| „ „ stranding and Crew or Passengers failing to get on Shore. | 229 | 144 | 373 | 563 | 439 | 770 | 402 | 300 | 411 | 378 | 322 | 562 |
| „ „ being burnt or exploding - - | 11 | 2 | 13 | 483 | 13 | 8 | 91 | 6 | 22 | 46 | 14 | 7 |
| Exhaustion and Exposure to Cold - - | 7 | 5 | 12 | – | 19 | 14 | 2 | 7 | 5 | 4 | 4 | 7 |
| By falling or being washed overboard - | 93 | – | 93 | 52 | 157 | 57 | 94 | 40 | 29 | 57 | 22 | 27 |
| From falling Spars or Wreck; falling from Aloft; or Collisions. | 18 | 8 | 26 | 49 | 31 | 19 | 113 | 38 | 66 | 59 | 61 | 17 |
| Boats or Ships capsizing - - - - | 108 | 7 | 115 | 6 | 70 | 25 | 6 | 27 | 503 | 37 | 13 | 24 |
| Murdered by Natives - - - - | – | – | – | 1 | 13 | – | – | – | 14 | – | – | – |
| Various Causes - - - - - | 4 | – | 4 | 7 | – | – | 1 | – | 7 | – | 1 | 5 |
| Unknown do. - - - - | – | – | – | – | – | 41 | 9 | – | – | – | – | 37 |
| Total - | 1,389 | 319 | 1,708 | 2,828 | 4,034 | 1,850 | 1,980 | 1,670 | 2,271 | 1,685 | 1,504 | 1,677 |

Table 45. Wrecks, Casualties, and Collisions of British Vessels abroad, and of Foreign Vessels on the Coasts of British Possessions abroad, involving LOSS OF LIFE, reported to the Board of Trade during the year 1875–6, in five Divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels; showing in each case, when known, the Description of the Vessel, and her Cargo, the Age of the Vessel, the Names of the Master and Owner, the Number of Lives Lost, the Date and Place of the Disaster, the Direction and Force of the Wind at the time of the Disaster, and whether in any case an Official Inquiry or Naval Court was instituted, with the result; with Summaries of the Casualties involving Loss of Life reported to the Board of Trade during the nine and a half years ended June 1876.

## (1.)—FOUNDERINGS.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1873. — May | "Mary E. Jones" - 9 years. | Shelburne, N.S. | - - - | Brigantine, W. | 132 | 4 | - - - | J. D. Coffin, Clyde River, N.S. | Shelburne, N.S. | Boston, U.S. | General, 2 passrs. | Total - | 2 passrs. | — | On voyage, N. Atlantic. | |
| 1875. 12 Jan. | "Curlew" - - 16 years. | Georgetown, Dem. | - - - | Schooner, W. | 26 | 6 | J. Klap - | N. W. Edghill, Georgetown, Dem. | Georgetown, Dem. | Berbice - | Coal - 3 passrs. | Total - | 5 (2 passrs. 3 crew.) | — | Windward of Berbice Lightship, B. Guiana. | |
| 14 April | "Stuart Hahnemann" 1 year. | Liverpool - | Ll. 100, A 1, 7.74 Liv. 20 years, Red, 7.74. | Ship, I. | 1,997 | 46 | A. Norden | Stuart and Douglas, Liverpool. | Bombay - | Liverpool - | Cotton, linseed, &c., 1 passenger. | Capsized; total. | 38 (1 passr. 37 crew.) | W.S. | Lat. 8° S., Long. 70° E., Indian Ocean. | See page 215. |
| 14 July | "Princess Alexandrina," 35 years. | Jersey - | Ll. rest. 72, 7 A 1, 5.72. | Schooner, W. | 58 | 5 | D. Pallot - | H. Arthur, Jersey. | Jersey - - | Berwick - | Salt - | Total - | 5 | S. 8 | Near Cape La Hague, English Channel. | |
| 27 July | "Nimrod" - - 10 years. | Adelaide, S.A. | - - - | Cutter, W. | 12 | 1 | W. Nelson, Port Adelaide | | Port Wakefield, S.A. | Pt. Adelaide | Wheat - | Total - | 1 | S.W. 8 | N.N.W. of Port Adelaide Lighthouse, St. Vincent's Gulf, S.A. | |
| 2 Aug. | "Albert Gallatin" - 26 years. | Liverpool - | Ver. 5/6, A 1. 1. for 5 years, from 2.74, 3.74. | Ship, W. | 1,649 | 25 | W. Groves - | A. Gibson, Liverpool. | Antwerp - | Callao - | Ballast, 3 passengers. | Total - | 19 (3 passrs. 16 crew.) | — | Lat. 56° S., Long. 67° W., S. Atlantic. | |
| 29 Aug. | "The Planter" - New. | Falmouth, Jam. | - - - | Sloop, W. | 20 | 5 | - - - | G. Thomson, London. | Kingston, Jam. | Annotto Bay | General, 3 passengers. | Capsized; total. | 1 (crew.) | 6 (squally.) | 15 miles off Manchioncl Bay, Jam. | |
| 9 Sept. | "British" - - New. | St. Vincent - | - - - | Sloop, W. | 14 | 6 | J. Silvio - | R. Richards, St. Vincent. | - - - | - - - | Ballast, 6 passengers. | Capsized; total. | 8 (4 passrs. 4 crew.) | — 12 | Off Saint Pierre, Martinique. | |
| 9 Sept. | "Suzannah" - New. | Dominica - | - - - | Sloop, W. | 6 | 3 | W. Pitman - | J. Berard, Dominica. | St. Pierre, Martinique. | Roseau, Dominica. | General, 5 passengers. | Total - | 1 passr. | — 12 | Off Prêcheur, Martinique. | |
| 13 Sept. | "Banner" - - 5 years. | London - | - - - | Steamer, W. | 18 | 9 | J. Barnett - | Banner, Bros., & Co., London. | Lagos Roads - | Lagos River | Palm kernels, 11 passrs. | Total - | 6 (1 passr. 5 crew.) | S.W. heavy sea. | Inside Lagos Bar | |
| 16 Sept. | "Jessie Scott" - 12 years. | London - | Ll. cont. 73, 7 A 1, 2.75. | Barque, W. | 312 | 12 | — Perrin - | A. C. Perrin, London. | Liverpool - | Guayaquil - | General | Total - | 1 | — | Lat. 49° 14′ S., Long. 78° 24′ W., S. Pacific. | See page 225. |
| 13 Oct. | "Ann Mills" - 13 years. | N. Shields - | Ll. cont. 6.73, 3 A 1, 11.71. | Barque, W. | 319 | 11 | T. A. Smith, Blyth | | St. Jean d'Acre | Falmouth - | Wheat and dari seed. | Total - | 10 | N.W. 10 | Lat. 46° 15′ N., Long. 9° 54′ W., N. Atlantic. | See page 166. |
| 14 Oct. | "Constance" - 12 years. | Chester - | Ll. 12, A 1, 2.69 - | Schooner, W. | 56 | 5 | J. Morrison - | W. Sloane, jun., Chester. | Dantzic - | Newcastle - | Wheat - | Total - | 3 | E. 10 | 120 miles off the Naze of Norway. | See page 177. |

## FOUNDERINGS—*continued.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 15 Oct. | "Blonde" - New. | Not registered | - - - | Cutter, W. | 14 | 2 | C. Kemp - | T. D. Wrigley, Tauranga. | Auckland - | Tauranga - | Coal | Total - | 2 | — | Off East Coast, N.Z. | |
| 18 Nov. | "Dagmar" - - 10 years. | London - | - - - | Brig, W. | 218 | 8 | — De Woodey | F. Woods, London. | York Island, W. Africa. | Liverpool - | Palm kernels. | Total - | 6 | N.E. 7 | N. of the Azores, N. Atlantic. | |
| 24 Dec. | "Lily of the Lake" 2 years. | Fremantle, W.A. | - - - | Schooner, W. | 26 | 18 | - - - | W. Owston, Fremantle, W.A. | Engaged in pearl fishing | | Ballast | Total - | 12 | — 12 | Exmouth Gulf, W.A. | |
| 24 Dec. | "Wild Wave" - 17 years. | Fremantle, W.A. | - - - | Ketch, W. | 28 | 46 | - - - | G. Cross, The Vasse, W.A. | Engaged in pearl fishing | | Ballast | Total - | 32 | — 12 | Exmouth Gulf, W.A. | |
| 1876. 13 Jan. | "Fairy" - - 16 years. | Georgetown, Dem. | - - - | Schooner, W. | 22 | 5 | J. Grant - | N. W. Edghill, Georgetown, Dem. | Georgetown - | Berbice - | Coal, 2 passengers. | Capsized; total. | 5 (2 passrs. 3 crew.) | N.E. | Off Plantation Lusignan, Demerara, British Guiana. | |
| 24 Jan. | "Emporium" - 30 years. | Castries, St. Lucia. | - - - | Schooner, W. | 48 | 7 | A. Lawrency - | P. P. Pajol, St. Lucia. | Gros Islet, St. Lucia. | Barbados - | Wood, 10 passengers. | Total - | (5 pasgrs.) | N.E. 5 | Between St. Lucia and Martinique. | |
| 28 Jan. | "W. J. Hatfield" - 10 years. | Yarmouth, N.S. | Ver. 3/3, G. 1. 1. for 5 years, from 8.73, 9.75. | Ship, W. | 890 | 17 | R. Scovill - | J. Murphy, Tusket, N.S. | Philadelphia - | Bremen - | Petroleum. | Total - | 15 | N.W. 12 | Lat. 43° 28′ N., Long. 40° 38′ W., N. Atlantic. | |
| 9 Feb. | "Arthur L." - 3 years. | Digby, N.S. - | - - - | Schooner, W. | 152 | 6 | F. McLean - | C. E. Gilliland, Digby, N.S. | Boston, U.S. - | Barbados - | General | Total - | 1 | N.W. 8 | Lat. 34° 10′ N., Long. 62° W., N. Atlantic. | |
| 23 Feb. | "Annie Putnam" - New. | Maitland, N.S. | Ver. 3/3, G. 1. 1. for 8 years, from 9.75, 10.75. | Barque, W. | 778 | 14 | A. W. Flemming | T. & E. Kenny, Halifax, N.S. | St. Helena, S.C. | London - | Phosphate rock, 1 passenger. | Total - | 1 (crew.) | N.N.W. 5 | Lat. 32° N., Long. 71° 10′ W., N. Atlantic. | |
| 9 Mar. | "Rozallina" - 7 years. | Georgetown, Dem. | - - - | Sloop, W. | 14 | 4 | A. Simmons - | W. S. Rutherford, Demerara. | Berbice - - | Georgetown | Molasses and sugar, 1 passenger. | Total - | 1 (crew.) | N. 6 | Off Mahaicoy, Demerara, British Guiana. | |
| 12 Mar. | "Emma L. Oulton" 5 years. | Ardrossan - | Ll. 7, A 1, 1871 - | Barque, W. | 660 | 14 | — McKenzie - | H. Hogarth, Ardrossan. | Baltimore - | Cork - - | Indian corn. | Total - | 6 | — 9 | Lat. 37° N., Long. 60° W., N. Atlantic. | See page 183. |
| 13 Mar. | "Jacob V. Troop" - 6 years. | St. John, N.B. | Ver. 3/3, L. 1. 1. for 8 years, from 11.75, 3.76. | Ship, W. | 1,232 | 23 | R. Parker - | Troop & Son, St. John, N.B. | New York - | Bristol - | General | Total - | 1 | W.N.W. | Lat. 38° 20′ N., Long. 62° 30′ W., N. Atlantic. | |
| 18 Mar. | "Florence" - - 7 years. | Wellington, N.Z. | - - - | Schooner, W. | 55 | 5 | A. Macfarlane | D. McIntyre, Wellington. | Dunedin - | Wellington | Ballast | Total - | 1 | W.S.W. 1 | 19 miles E. of Godley Head, N.Z. | |
| 27 April | "Cambridge" - 25 years. | Greenock - | - - - | Barque, W. | 1,094 | 23 | D. F. B. Scott | W. & J. Crawford, Greenock. | Greenock - | Quebec - | Coal - | Total - | 1 | S.W. 10 | Lat. 49° 40′ N., Long. 27° 30′ W., N. Atlantic. | |

| | No of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives lost. | No of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 27 | 10 | 1 | 9,850 | 330 | 48 | 378 | 22 | 5 | — | 27 | — | 189 (21 passrs. | 5 |

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 5 June | "Success" 12 years. | Auckland, N.Z. | - - - | Schooner, W. | 59 | 4 | - - - | G. V. Blair, Wangaroa, N.Z. | Timaru | Akaroa (for shelter). | Ballast | Total | 4 | — 10 | 90 Mile Beach, Canterbury, N.Z. | |
| 5 June | "P. C. E." 22 years. | Newcastle, N.S.W. | - - - | Barque, W. | 293 | 10 | R. Brown | J. Henderson, Newcastle, N.S.W. | Dunedin, N.Z. | Newcastle, N.S.W. | Ballast | Total | 1 | E. 9 | 1½ miles S. of Lake Macquarie, N.S.W. | See page 241. |
| 18 June | "Rising Sun" 3 years. | Bridgetown, Bar. | - - - | Spritsail, W. | 28 | 5 | - - - | W. H. Jones, Bridgetown, Bar. | Dominica | Barbados | Ballast, 1 passr. | Total | 2 (crew.) | — 8 | St. David's Bay, Dominica. | |
| 22 June | "Farto" 23 years. | Portugal | - - - | Brigantine, W. | 152 | 10 | J. C. da Silva Samposs. | Farto & Co., Lisbon. | Lisbon | Halifax, N.S. | General, 1 passenger. | Total | 3 (crew.) | — 8 | 3½ miles W. of East End Lighthouse, Sable Island, Canada. | |
| 1 July | "Strathmore" 1 year. | Dundee | Ll. 100, A 1, 3.75 | Ship, I. | 1,472 | 38 | P. McDonald | D. Bruce, Dundee. | London | Otago, N.Z. | General, 50 pasgrs. | Total | 44 (34 passrs. 10 crew.) | — | Crozet Islands | See page 215. |
| 2 July | "Lotus" 11 years. | Liverpool | Ll. cont. 8.72, 5 A 1, 8.71. | Barque, W. | 590 | 14 | D. Owens | D. Morgan, Liverpool. | Rio Janeiro | Callao | Ballast | Total | 11 | — 4 | 50 miles N.E. of St. John's Point, Staten Island, Patagonia. | |
| 3 July | "Lobo" 1 year. | Liverpool | - - - | S. S., I. | 44 | 12 | C. P. Rose | Pacific Steam Navigation Co., Liverpool. | Pisagua | Arica | General | Total | 1 | Calm | Gorda Point, a few miles N. of Pisagua, Peru. | See page 256. |
| 4 July | "Isabella" 14 years. | Plymouth | - - - | Ship, W. | 734 | 16 | E. Smith | P. Smith, Plymouth. | Newcastle, N.S.W. | Hong Kong | Coal, iron, &c., 17 Chinese. | Total | 16 (13 passrs. 3 crew.) | W. 5 | Chesterfield Reef, Coral Sea | See page 234. |
| 13 Aug. | "Boyne" 4 years. | London | - - - | S. S., I. | 2,084 | 112 | R. H. Macaulay. | Royal Mail Steam Packet Co., London. | Lisbon | Southampton | General, 149 passengers. | Total | 2 (crew.) | S.S.W. | ¼ mile S.W. of Molène Island, France. | See page 171. |
| 19 Aug. | "Ellon Castle" 23 years. | Hong Kong | - - - | Barque, W. | 331 | 14 | H. Ramsey, Hong Kong | | Newchwang | Amoy | Beans, 4 passengers. | Total | 5 (crew.) | N.E. 10 | Chefoo Harbour, China | See page 253. |
| — Aug. | "Tawera" 12 years. | Auckland, N.Z. | - - - | Schooner W. | 55 | 5 | R. Church | F. Archard, Auckland. | Wellington | Kaipara | Ballast | Total | 5 | — | 14 miles N. of Kaipara, N.Z. | |
| 8 Sept. | "Codfish" New. | St. Vincent | - - - | Sloop, W. | 14 | 5 | J. Lilly | R. Snaggs | Kingstown, St. Vincent. | St. Pierre, Martinique. | Ballast, 7 passengers. | Total | 7 (5 passrs. 2 crew.) | S.W. 10 | Harbour of St. Pierre, Martinique. | |
| 10 Sept. | "Sparkling Foam" 7 years. | Faversham | Ll. 12, A 1, 9.74 | Schooner, W. | 199 | 8 | J. Carlton | C. Hoult, Whitstable. | Rio Janeiro | Port Elizabeth. | Coffee | Partial | 2 | — 4 | Cape Reciffe, Cape Colony | See page 245. |
| 14 Sept. | "Sunda" 9 years. | London | - - - | S. S., I. | 1,029 | 84 | E. M. Edmond | P. and O. Stm. Navigation Co., London. | Hong Kong | Yokohama | General and mails, 5 passgrs. | Partial | 6 (crew.) | N.E. 8 | About 1½ miles N. of Turnabout Island, China. | See page 246. |
| 26 Sept. | "Butel Verysal" Unknown. | Cutch | - - - | Native craft, W. | 32 | 6 | - - - | - - - | Mandavie | Kurrachee | Bamboo blinds, 52 passengers. | Total | 40 (passgrs.) | W.S.W. 5 | West side of Manora Breakwater. | |
| 27 Sept. | "Queen" 16 years. | Carnarvon | Ll. cont. 1869, 7 A 1, 2.75. | Brig, W. | 162 | 8 | R. Parry | E. Jones | Stettin | Liverpool | Oil | Total | 1 | S.W. 12 | N. of Lysekehl, Sweden. | |
| 28 Sept. | "Pierre Nolasque" 10 years. | Quebec | - - - | Brig, W. | 166 | 7 | S. Bernier | W. A. Charlebois, Montreal. | Cow Bay, N.S. | Quebec | Coal | Total | 7 | N.W. 10 | N.W. side of Grindstone Island, Magdalens, Canada. | |
| 29 Sept. | "President" New. | Windsor, N.S. | Ver. 3/3, G. 1. 1. for 8 years, from 7.75. | Barque, W. | 874 | 18 | G. E. Barker | A. W. Smith, Halifax, N.S. | New York | Hamburgh | Timber staves and red wood. | Total | 1 | N.W. 9 | South Haaks, Holland. | |

## STRANDINGS—*continued.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers, (if any). | Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | | | | | | | | | | |
| 29 Sept. | "Tornado" 18 years. | Greenock | Ll. Æ 1, 7.75 | Ship, W. | 1,098 | 23 | D. Wilson | G. Adam, Greenock. | Quebec | Greenock | Timber | Total | 1 | W.N.W. 9 | Bay of Islands, Newfoundland. | See page 218. |
| 4 Oct. | "Frances" 8 years. | Ardrossan | Ll. cont., 3.74, 5 A 1, 2.75. | Schooner, W. | 87 | 7 | D. Jones | J. Waddell, Glasgow. | Greedy, Labrador. | Indian Tickle, Labrador. | Dried cod fish, 1 passenger. | Total | 6 (crew.) | — 6 | Red Island, between Gannett and Wolf Rocks Labrador. | |
| 7 Oct. | "Biscay" 2 years. | London | Ll. 90, A 1, 3.75 | S. S., I. | 572 | 20 | W. Stevenson | Nelson, Donkin, & Co., Newcastle. | Cronstadt | Bremerhaven | Rye | Total | 11 | W.N.W. 9 | 30 miles S. of Horn Reef, Denmark. | See page 171. |
| 7 Oct. | "Catharina" 33 years. | Germany | - - - | Koff, W. | 50 | 4 | F. Bussmann, | Mrs. Kramer, Weener. | Lerwick | Weener | Timber | Total | 1 | W.N.W. 7 | South point of Sandy Island, Heligoland. | |
| 15 Oct. | "Putton" 25 years. | Kurrachee | - - - | W. | 35 | 9 | — Yacoob | Peeroo, Kara, and Husson, Alladad. | Keti | Kurrachee | Grain | Total | 2 | W. | Close to the Bar, Kurrachee, India. | |
| 6 Nov. | "Castor" 30 years. | Hull | - - - | Schooner, W. | 82 | 4 | R. Hudson | J. Waugh, Kingston-upon-Hull. | Fowey | Antwerp | Hides and china clay. | Total | 4 | — | Rosen Sand, Holland. | |
| 8 Nov. | "Calcutta" 1 year. | Quebec | Ll. 9, A, 9.75 - Ver. 3/3, G. 1. 1. for 10 years, from 5.74, 9.75. | Ship, W. | 1,428 | 27 | J. W. Tyrell | J. G. Ross | Quebec | Liverpool | Wood, 1 passngr. | Total | 23 (1 passgr. 22 crew.) | N.N.W. 6 | Gross Island, Gulf of St. Lawrence. | See page 173. |
| 9 Nov. | "Glengyle" 11 years. | London | - - - | S. S., I. | 1,265 | 64 | A. Carnell | China Navigation Co., London. | Amoy | Swatow | Rice, &c., 67 passengers. | Total | 48 (32 pasgrs. 16 crew.) | — 4 | S.E. end of Namoa Island, China. | See page 254. |
| 14 Nov. | "Astrida" 2 years. | Pictou, N.S. | Ll. 8, A 1, 4.73 | Schooner, W. | 999 | 20 | W. McGregor | J. W. Carmichael, New Glasgow, N.S. | London | New Orleans | Ballast | Total | 9 | W. 9 | Off Andresselles, 8 miles from Boulogne, France. | See page 168. |
| 14 Nov. | "Fearless" 15 years. | Hamilton, Ont. | - - - | Schooner, W. | 190 | 7 | H. Ferguson, | Niagara | Oswego | Toronto | Coal | Total | 1 | E. 9 | 3 miles E. of Gibraltar Point Lighthouse, Lake Ontario. | |
| 14 Nov. | "Yokohama" 33 years. | Colchester | - - - | Brigantine, W. | 154 | 6 | G. Sturgeon | S. Bingham, Rotterdam. | Newcastle | Rotterdam | Coal | Total | 6 | — | Hook of Holland. | |
| 17 Nov. | "Adeline" 16 years. | Windsor, N.S. | - - - | Schooner, W. | 63 | 5 | D. Campbell' | P.E. Island | Point du Chêne | Newcastle, N.B. | Coal and provisions. | Total | 5 | E.S.E. 9 | Tail of Miramichi Bar, N.B. | |
| 17 Nov. | "Esperance" 12 years. | Magdalen Islands. | - - - | Schooner, W. | 52 | 12 | — Burgeoise | C. E. Chaisson | Halifax, N.S. | Magdalen Islands. | General | Total | 5 | N.W. 10 | Chimney Corner, Margarie, C.B. | |
| 17 Nov. | "Phœbe Jane" 17 years. | St. John's Newfld. | - - - | Schooner, W. | 42 | 5 | T. Quirk | S. McKay, St. John's, Newfoundland. | Fortune Harbour. | Tilt Cove | Dried cod fish, 5 passengers. | Total | 2 (1 passgr. 1 crew.) | S.E. 8 | Beaver Cove, 1 mile N. of Tilt Cove, Newfoundland. | |
| 17 Nov. | "Stella Maris 2 years. | Magdalen Islands. | - - - | Schooner, W. | 52 | 6 | — Arnesen | Z. Arsineau, Magdalen Islands. | Halifax | Magdalen Islands. | General, 1 passenger. | Total | 6 (1 passgr. 5 crew.) | — | Broad Cove, Cape Breton. | |
| 19 Nov. | "Ferryhill" 7 years. | Aberdeen | Ll. 9, A 1, 11.73 | Brig, W. | 249 | 10 | J. Thomson, | Edinburgh | Hull | Barcelona | Coal | Total | 10 | N. 10 | Sands E. of Calais, France. | |
| 23 Nov. | "Wellington" 20 years. | N. Shields | Ll. Æ1, 5.74 | Barque, W. | 394 | 12 | J. Wilson | J. Wait, N. Shields. | Alexandria | Falmouth | Molasses | Total | 8 | E.S.E. 7 | 3 miles E. of Gibraltar | See page 221. |
| 29 Nov. | "Waterwitch" 6 years. | St. John's, Newfld. | - - - | Schooner, W. | 62 | 6 | S. Spracklin, | Bregus, Newfoundland. | St. John's | Conception Bay. | Provisions, 19 passgrs. | Total | 12 (10pasgrs. 2 crew.) | S.E. 11 | Pouch Cove, near Cape St. Francis, Newfoundland. | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30 Nov. | "Henrietta" 5 years. | St. John, N.B. | - - - | Schooner, W. | 18 | 2 | M. Kelly | J. Miller, St. John, N.B. | Little River, Me. | Cruising (pilot boat). | Ballast | Total | 1 | N.W. 9 | St. Croix's Cove, Annapolis. N.S. | | |
| 30 Nov. | "Hopewell" 14 years. | St. John's, Newfld. | - - - | Schooner, W. | 42 | 8 | P. Joy | R. Green, St. John's. | St. John's | Harbour Main, Conception Bay. | Provisions. | Total | 7 | S.E. 11 | Biscan Rock, 1 mile N.E. of Cape St. Francis, near Conception Bay, Newfoundland. | | |
| — Nov. | "Helpmeet" 8 years. | N. Shields | Ll. 10, A 1, 5.75 | Barque, W. | 338 | 10 | — Clay | T. Knight, Blyth. | Alexandria | Bourgas | Bones | Total | 10 | — | Bourgas, Turkey. | | |
| 20 Dec. | "Maiden City" 3 years. | Lyttelton, N.Z. | - - - | Schooner, W. | 27 | 2 | S. Prescott | W. Clifford, Christchurch, N.Z. | Akaroa | Lyttelton | Timber | Partial | 1 | — | Pali Point, Banks' Peninsula, New Zealand. | | |
| 22 Dec. | "J. K. Howard" 5 years. | St. John, N.B. | - - - | Schooner, W. | 99 | 5 | J. K. Howard | J. Dunlop, St. John, N.B. | Yarmouth, N.S. | St. John, N.B. | Ballast | Total | 1 | S.W. 6 | Sand Point, Yarmouth, N.S. | | |
| — | "President" 24 years. | Amherst | - - - | Schooner, W. | 40 | 7 | - - - | J. B. V. Painehand, Magdalen Islands. | Halifax, N.S. | Magdalen | General, 2 passengers. | Total | 9 (2 passrs. 7 crew.) | — | Not heard of since sailing on 11th November 1875; rigging and 5 bodies washed ashore at Grand Ann's, Cape North, Cape Breton. | | |
| 1876. 14 Jan. | "Cydonia" 10 years. | Sunderland | Ll. 10, A 1, 1.72 | Brig, W. | 264 | 8 | W. H. Hidderbrandt. | J. Morgan, Sunderland. | N. Shields | Port Louis | Coal | Total | 1 | E. 9 | West Hinder, near Dunkirk | | See page 178. |
| 15 Jan. | "Minister-van-Staat Rochussen," 10 years. | Singapore | - - - | S. S., I. | 339 | 35 | H. C. Everill | Cheang Hong Lim, Singapore. | Singapore | Samarang | Rice, gambier, &c., 11 pasrs. | Total | 4 (crew.) | N.E. | 5 miles N. of Tanjong, Banca Island. | | See page 239. |
| 27 Feb. | "Linthorpe" 5 years. | London | Liv. 18 years, Red, 2.74. | S. S., I. | 362 | 17 | W. R. Read | J. Chapman, Sunderland. | Setubal | London | Mineral & cork. | Total | 5 | S.W. 3 | Corrubedo Rocks, off Cape Finisterre, Spain. | | See page 198. |
| 18 March | "Magdala" 22 years. | Liverpool | - - - | Barque, W. | 798 | 18 | W. Wiles | H. Fernie & Sons, Liverpool. | Liverpool | Ship Island | Ballast | Total | 4 | N.E. by N. 5 | Chandeleur Island, La., U.S.A. | | See page 256. |
| 23 March | "Banshee" 1 year. | Sydney, N.S.W. | - - - | S. S., W. | 58 | 10 | D. Owens | J. Burns, Townsville. | Cleveland Bay | Cooktown | General, 42 pasrs. | Total | 19 (11 passrs. 8 crew.) | S.E. 12 | 2 cables S. of Cape Sandwich, Hinchinbrook Island, Queensland. | | |
| 26 March | "A. Porter" 3 years. | Annapolis, N.S. | - - - | Brigantine, W. | 170 | 9 | G. Johnson | A. Porter, Granville, N.S. | St. Thomas | Boston | Salt | Total | 8 | S.S.W. 10 | Lunging Island, Isle of Shoals, New Hampshire, U.S.A. | | |
| 15 April | "Neptune" 20 years. | U.S.A. | Ver. 5/6, L. 1. 1. for 5 years, from 9.71, 12.74. | Ship, W. | 1,630 | 29 | J. H. Spencer | C. H. Marshall, New York. | Holyhead | New York | General, 4 pasgrs. | Total | 1 (crew.) | W. 5 | Near East Lighthouse, Sable Island. | | |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL - | 49 | 16 | 8 | 19,377 | 783 | 429 | 1,252 | 39 | 10 | — | 46 | 3 | 389 (150 passrs. and 239 crew.) | 18 |

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## (3.)—COLLISIONS.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Name and Port of colliding Vessel. | Total Loss or Partial Damage. | No. of Lives lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 24 May | "Egerie" - - 40 years. | Not registered | - - - | Hulk, W. | 650 | 5 | E. Harry - | P. & O. Stm. Navn. Co., Liverpool. | At Valparaiso | | Coal, &c., 5 passengers. | "Laura Mc Lellan," Pictou, N.S. | Total - | 7 4 pas. 3 crw. | N. by W. 11 | Valparaiso Bay. | |
| 1876. 23 May | "S. N. Colymore" - 3 years. | Yarmouth, N.S. | - - - | Brig, W. | 221 | 9 | H. Perry - | N. J. Raymond, Yarmouth, N.S. | Pt. au Spain - | St. John, N.B. | Molasses | "National Eagle," U.S.A. | Total - | 4 | E.N.E. | 35 miles E. of Nantucket, South Shoal Lightship. | |
| 15 June | "Arcana" - - 6 years. | St. Ives, Cornwall. | - - - | Lugger, W. | 20 | 7 | J. Batten - | W. Williams, St. Ives. | Newlyn, Cornwall, for fishing | | Ballast | Italian Brig, "L'Obligo." | Partial - | 1 | W.S.W. 6 | About 26 miles S.W. Scilly. | |
| 15 June | "Stella" - - 11 years. | St. Lucia - | - - - | Schooner, W. | 49 | 10 | G. Reiny - | J. Reiny, Castries. | St. Pierre, Martinique. | Castries - | Oil, &c., 9 passengers. | Unknown - | Total - | 6 3 pas. 3 crw. | E. 2 | West of Case Pilote, West Coast of Martinique. | |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL - | 4 | — | — | 940 | 31 | 14 | 45 | 3 | 1 | - | 3 | 1 | 18 (7 passgrs. 11 crew.) | — |

## (4.)—CASUALTIES FROM OTHER CAUSES.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1874. 16 Dec. - | "Glen Cora" - 9 years. | Glasgow - | - - - | Ship, W. | 1,066 | 26 | W. Mitchell - | A. Brown - | Cardiff - | Singapore - | Coal - | Loss of bulwarks, &c.: partial. | 1 | N.N.W. 10 | Lat. 41° 37′ N., Long. 11° 1′ W. | |
| 1875. 13 Feb. - | "Era" - - 11 years. | St. John's Newfld. | Ver. 3/3, A 1. 1. for 5 yrs., from 11.70, 1.71. | Barque, W. | 166 | 8 | S. Facey - | H. J. Stabb, St. John's Newfld. | Liverpool - | St. John's Newfld. | Coal, &c. | Contact with ice; partial. | 1 | W.N.W. 6 | Lat. 46° N., Long. 52° 30′ W., N. Atlantic. | |
| 8 Mar. - | "Kedron" - 10 years. | N. Shields - | Ll. 10, A 1, 8.71 | Barque, W. | 373 | 12 | J. C. Mann - | A. Richardson, Reading. | Liverpool - | Otago - | General | Decks swept, &c.; partial. | 1 | — | Indian Ocean. | |
| 7 May - | "George Thompson," 11 years. | Liverpool - | - - - | Ship, W. | 1,128 | 31 | C. Mill - | A. Nicol, Aberdeen. | Liverpool - | Sydney - | General | Decks swept, &c.; partial. | 2 | S.E. 12 | Lat. 27° S., Long. 28° W., S. Atlantic. | |
| 5 June - | "William and Mary." 10 years. | Lyttelton, N.Z. | - - - | Schooner, W. | 46 | 5 | J. Stevens - | W. Langdown, Christchurch, N.Z. | Matueka - | Patea - | Timber | Capsized; total - | 4 | S.E. 10 | 30 miles N. of Kapiti Island, Cook's Straits, N.Z. | |
| 8 June - | "Smiling Morn" - 4 years. | London - | Ll. 10, A 1, 8.74 | Brigantine, W. | 243 | 10 | A. Brown - | A. P. Southey, London. | London - | Hobart Town. | General | Decks swept, &c.; partial. | 1 | W.N.W. 10 | Lat. 36° 1′ S., Long. 14° 31′ W., S. Atlantic. | |
| 10 June | "Jason" - - 24 years. | Maryborough | - - - | Schooner, W. | 105 | 2 | J. C. McConnell. | R. Travis, Maryborough. | S. Sea Islands | Maryboro', Q'ld. | Ballast, 82 laborers. | Burnt; total - | 1 (laborer.) | Calm | Maryboro', Queensland | See page 235. |
| 15 June | "Auriga" - 6 years. | Shoreham - | Ll. *A A 1, 1.74 - | Barque, W. | 518 | 12 | W. Alderton - | R. H. Penney, Southwick. | Cardiff - | Singapore - | Coal - | Decks swept, &c.; partial. | 1 | — | Lat. 34° 10′ S., Long. 90° E., Indian Ocean. | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Sussex. | | | | | | | | | | | |
| 21 July - | "Hero" - - 11 years. | Auckland, N.Z. | - - - | Cutter, W. | 29 | 4 | - - - | J. A. Walker, Kaipara, N.Z. | Kaipara - | River Waitara. | Timber | Dismasted, &c.; partial. | 3 | S.W. | 3 miles off River Mokau, N.Z. | |
| 23 July - | "Golden City" - 24 years. | S. Shields - | - - - | Barque, W. | 1,348 | 30 | J. Owens - | J. Wilson, S. Shields. | S. Shields - | Anjer - | Coal - | Decks swept, &c.; partial. | 4 | — | Indian Ocean. | |
| 29 July - | "Teviotdale" - 7 years. | Glasgow - | Ll. *A A 1, 4.75 - | Ship, I. | 1,259 | 26 | L. Nicol - | J. Roxburgh, Glasgow. | London - | Wellington, N.Z. | General, 21 passengers. | Decks swept, &c.; partial. | 1 (crew.) | S.E. | Lat. 42° 39′ S., Long. 62° 12′ E., S. Pacific. | |
| 6 Aug. - | "Royal Dane" - 12 years. | W. Hartlepool. | Ll. cont. 72, 6 A 1, 10.74. | Barque, W. | 343 | 9 | W. G. Newton | M. Rickinson, W. Hartlepool. | Bahia - | Queenstown | Sugar - | Loss of sails, &c.; partial. | 1 | N. by E. 6 | Lat. 43° 35′ N., Long. 26° 25′ W., N. Atlantic. | |
| 9 Aug. - | "City of Richmond," 11 years. | Liverpool - | Ver. 3 3, L. 1. 1. for 8 yrs., from 12.70, 6.76. | Ship, W. | 1,241 | 28 | T. Starkie - | D. Kennedy, Liverpool. | Bombay - | Liverpool - | Cotton - | Decks swept, &c.; partial. | 1 | — | Lat. 35° 43′ S., Long. 25° 47′ E., S. Atlantic. | |
| 5 Sept. | "Caribbean" - 9 years. | Liverpool - | - - - | S. S., I. | 1,185 | 39 | S. S. Sandry - | West India & Pacific S.S. Co. | Liverpool - | St. Thomas - | General, 3 passengers. | Loss of boats, &c.; partial. | 2 (crew.) | E. by S. 12 | Lat. 23° N., Long. 57° W., N. Atlantic. | |
| 10 Sept. | "Curlew" - 1 year. | Swansea - | Ll. 8, A 1, 11.74 - | Brigantine, W. | 280 | 9 | W. Griffiths - | R. Moffatt, Gloucester. | Coosaw River | Newcastle - | Phosphate rock. | Decks swept, &c.; partial. | 1 | S.W. 12 | Lat. 46° 10′ N., Long. 34° W., N. Atlantic. | |
| 13 Sept. | "Toronto" - 26 years. | Glasgow - | Ll. A 1, in Red, 5.75. | Barque, W. | 493 | 14 | D. Cowan - | J. Shearer & Sons, Glasgow. | Nevassa - | Hull - | Guano - | Abandoned; total | 13 | 12 | Nevassa Island, West Indies. | |
| 17 Sept. | "Senator" - 1 year. | Windsor, N.S. | Ver 3/3, A 1. 1. for 8 yrs., from 11.74, 5.75. | Barque, W. | 1,101 | 17 | — Porter - | J. B. North, Horton, N.S. | Philadelphia | Panama - | Coal, 3 passengers. | Burnt; total - | 2 (1 pass. 1 crew.) | — | Straits of Magellan, Patagonia. | |
| 18 Sept. | "Western Empire," 13 years. | London - | - - - | Ship, W. | 1,245 | 24 | D. Bertie - | G. Carens, Newcastle. | Pensacola - | Grimsby - | Timber & lumber. | Abandoned, waterlogged; total. | 7 | S.W. 10 | Lat. 28° 53′ N., Long. 87° 54′ W., N. Atlantic. | See page 222. |
| 26 Sept. | "Edward Albro'" 2 years. | Shelburne, N.S. | - - - | Schooner, W. | 96 | 7 | A. McDonald | W. Harding, Liverpool, N.S. | St. John's - | Antigonish, N.S. | Ballast - | Loss of sails and spars; partial. | 1 | — | Off the Coast of Newfoundland. | |
| 27 Sept. | "Isabella Walker," 5 years. | Boness - | Ll. 8, A 1, 5.75 - | Brigantine, W. | 179 | 7 | J. Ferrier - | J. Chalmers, Edinburgh. | Pillau - | Grangemouth. | Timber | Decks swept, &c.; partial. | 2 | S.W. 12 | 30 miles S.E. of Arendal, Norway. | |
| 29 Sept. | "Mary Banfield" 21 years. | Bridgewater | Ll. A 1, in Red, 4.75. | Schooner, W. | 110 | 6 | W. J. Bussell | J. W. Trevor, Bridgewater. | Labrador - | Liverpool - | Fish, 1 passgr. | Decks swept, &c.; partial. | 1 (crew.) | W.S.W. 10 | Lat. 51° 30′ N., Long. 44° W., N. Atlantic. | |
| — Sept. | "Agile" - - 34 years. | Ipswich - | Ll. Æ1 - - | Brigantine, W. | 141 | 6 | T. Hamby - | G. H. Hamby, Ipswich. | Sundsvall - | Ipswich - | Wood - | Derelict; total - | 6 | — | North Sea. | |
| 13 Oct. - | "Bavarian" - 6 years. | Liverpool - | - - - | S. S., I. | 1,982 | 48 | W. H. Trant - | F. Leyland & Co., Liverpool. | Almeria - | Liverpool - | General, 3 passengers. | Decks swept, &c.; partial. | 1 (crew.) | W.N.W. 10 | Lat. 45° 55′ N., Long. 8° W., Bay of Biscay. | |
| 13 Oct. - | "Brodick Castle" New. | Glasgow - | Ll. 100, A 1 - | Ship, I. | 1,785 | 60 | J. Thyne - | T. Skinner & Co., London. | London - | Auckland, N.Z. | General, 318 passengers. | Loss of masts, sails, &c.; partial. | 1 (crew.) | N.W. 10 | Lat. 47° 40′ N., Long. 7° 40′ W., N. Atlantic. | See page 172. |
| 13 Oct. - | "Prospero" - 8 years. | Hull - | Ll. A c 1, 1.73 - | S. S., I. | 487 | 16 | F. Peat - | E. Leetham, Hull. | Riga - | Grimsby - | Sleepers | Leaky, decks swept, &c.; partial. | 2 | E.S.E. 10 | East end of Dogger Bank, North Sea. | |
| 13 Oct. - | "Sisters" - 6 years. | Sunderland | Ll. 10, A 1, 5.74 - | Barque, W. | 355 | 11 | W. Thompson | M. Thompson, Sunderland. | Taganrog - | Falmouth - | Linseed | Decks swept, &c.; partial. | 1 | N.N.W. 10 | Lat. 46° 24′ N., Long. 9° 44′ W., N. Atlantic. | |
| 14 Oct. - | "Aura" - - 3 years. | Jersey - | Ll. 11, A 1, 7.72 - | Schooner, W. | 93 | 8 | P. Lohier - | J. Fauvel, Jersey. | Rio de Janeiro | Gaspé - | Ballast - | Abandoned; partial. | 1 | S.W. 12 | Lat. 41° 40′ N., Long. 60° 40′ W., N. Atlantic. | |
| 14 Oct. - | "Thetis" - - 17 years. | Hull - | - - - | Ketch, W. | 52 | 5 | W. Bimham, Hull | | Hull, for fishing | | Ballast - | Decks swept, &c.; partial. | 2 | N.W. 8 | Dogger Bank, North Sea. | |
| 21 Oct. | "Hero" - - 15 years. | Melbourne - | - - - | S. S., I. | 851 | 37 | T. Logan - | T. J. Sumner, Melbourne. | Sydney - | Auckland - | General, 50 passengers. | Decks swept, &c.; partial. | 1 (crew.) | S. 10 | Lat. 34° 12′ S., Long. 153° 44′ E., S. Pacific. | |
| 21 Oct. - | "Lord Ashley" - 10 years. | Sydney, N.S.W. | - - | S. S., I. | 296 | 26 | A. Woods - | J. E. Manning, Sydney, N.S.W. | Sydney, N.S.W. | Noumea - | General, 22 passengers. | Decks swept, &c.; partial. | 1 (crew.) | S.W. 10 | Lat. 33° S., Long. 153° E. S. Pacific. | |
| 23 Oct. - | "Island Maid" - 9 years. | Salcombe - | Ll. 12, A 1, 11.70 | Schooner, W. | 149 | 7 | R. H. Hannerford. | W. H. Steer, Salcombe. | Labrador - | Gibraltar - | Cod fish | Decks swept, &c.; partial. | 1 | N.W. 9 | Lat. 51° 2′ N., Long. 43° 30′ W., N. Atlantic. | |
| 25 Oct. - | "Leona" - - 9 years. | St. John, N.B. | - - - | Brig, W. | 299 | 8 | E. D. Taylor, Dorchester, N.B. | | Liverpool - | New York - | Coal - | Loss of sails, &c.; partial. | 1 | W. 10 | Lat. 45° 10′ N., Long. 22° 50′ W., N. Atlantic. | |
| 26 Oct. - | "J. F. Chandler" 5 years. | Parrsboro', N.S. | - - - | Schooner, W. | 154 | 7 | J. B. Pettis - | Smith & Hatfield, Parrsboro'. | Windsor, N.S. | New York - | Plaster | Sails split; partial | 1 | S.S.E. 10 | 70 miles N.E. of Cape Cod, N. Atlantic. | |

## CASUALTIES FROM OTHER CAUSES—*continued.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. 27 Oct. | "Sarpedon" 14 years. | Liverpool | - - - | Barque, W. | 560 | 15 | R. H. Lightbody. | W. Hamilton, Dalhousie. | Gaspé | Holyhead | Deals, 1 passgr. | Abandoned, waterlogged; total. | 1 (crew.) | 11 | Lat. 46° N., Long. 48° W., N. Atlantic. | See page 211. |
| 27 Oct. | "Sea Flower" 22 years. | Greenock | - - - | Ship, W. | 21 | 1 | L. Garrick | R. Muir, Greenock. | Rangoon | Falmouth | Teak timber. | Loss of bulwarks and boat; partial. | 1 | — | Between Port Natal and Algoa Bay. | |
| — Oct. | "Taitsing" 11 years. | Greenock | Ll. 14, A 1, 12.72 | Ship, Comp. | 815 | 22 | F. Wilson | J. Findlay, Greenock. | New York | Shanghai | General | Decks swept; partial. | 3 | — | Banka Straits, Java Sea. | |
| 10 Nov. | "J. B. Gray" 7 years. | Falmouth | Ll. 10, A 1, 8.75 | Schooner, W. | 192 | 7 | P. Rich | J. Gray, Penrhyn. | Corunna | Penrhyn | Oxen | Decks swept, &c.; partial. | 1 | W.S.W. 9 | Lat. 45° 25′ N., Long. 7° 25′ W., Bay of Biscay. | |
| 10 Nov. | "Lothair" 6 years. | London | Ll. 16, A 1, 1.75 | Ship, Comp. | 794 | 25 | B. Orchard | J. Killick, London. | Yokohama | New York | Tea | Loss of spar; partial. | 3 | S. by W. 6 | Lat. 17° S., Long. 93° 28′ E., Indian Ocean. | See page 199. |
| 11 Nov. | "Arran" 14 years. | Glasgow | - - - | Ship, W. | 962 | 22 | M. R. Thomson. | J. Rankin, Liverpool. | Quebec | London | Deals | Sails split; partial. | 1 | S.E. 9 | 8 miles N.E. of St. Paul's Island, Gulf of St. Lawrence. | |
| 13 Nov. | "Sarah Ann" 3 years. | Hartlepool | Ll. 90, A 1, 5.75 | S. S., I. | 817 | 22 | R. Clark | J. Coverdale, Hartlepool. | Sulina | Falmouth | Wheat | Cargo shifted, &c.; partial. | 1 | N.W. 11 | 70 miles S.W. by W. of Lizard, English Channel. | |
| 14 Nov. | "Vanquisher" 14 years. | N. Shields | - - - | Brig, W. | 233 | 8 | M. Robinson | J. Simpson, Ullenmouth. | The Tyne | Dordt | Coal | Loss of bulwarks, boats, &c.; partial. | 2 | W. by N. 10 | 16 miles N. by W. of Schowen Light, North Sea. | |
| 19 Nov. | "Belle" 10 years. | London | - - - | Dandy, W. | 40 | 7 | R. White | A. Fisher, Stratford. | Yarmouth, for fishing | | Ballast | Decks swept, &c.; partial. | 1 | N.N.E. 9 | North Sea. | |
| 19 Nov. | "Satisfaction" 18 years. | Hull | - - - | Ketch, W. | 53 | 5 | T. Crawford | J. George, Hull. | Hull, for fishing | | Ballast | Loss of bulwarks, &c.; partial. | 1 | N. 8 | Dogger Bank, North Sea. | |
| 19 Nov. | "Tyro" 38 years. | Lowestoft | - - - | Dandy, W. | 24 | 10 | B. Utting | W. Durrant, Kessingland. | Lowestoft, for fishing | | Ballast | Loss of sails, &c.; partial. | 5 | N. by E. 10 | 28 miles E.N.E. of Lowestoft, North Sea. | |
| 20 Nov. | "Olive Leaf" 1 year. | Lowestoft | - - - | Dandy, W. | 50 | 5 | F. Ashbury | W. Hurdle, Lowestoft. | Lowestoft, for fishing | | Ballast | Decks swept, &c.; partial. | 2 | N. by E. 8 | North Sea. | |
| 29 Nov. | "Emma" 15 years. | St. John, N.B. | - - - | Schooner, W. | 120 | 1 on board | P. M. Martin | S. Dunham, St. John, N.B. | St. John, N.B. | Philadelphia, U.S.A. | Laths | Capsized; partial | 1 | S.E. 8 | St. Helena Wharf, St. John, N.B. | |
| 2 Dec. | "John Rennie" 12 years. | London | Ll. *A A 1, 4.75 | Ship, I. | 848 | 23 | S. Nicholson | Devitt and Moore, London. | Auckland | Portland | Ballast, 1 passr. | Loss of sails, spars, &c.; partial. | 1 (crew.) | S.E. 12 | Lat. 44° N., Long. 124° W., N. Pacific. | |
| 13 Dec. | "Queen of Hearts" 8 years. | Miramichi, N.B. | Ll. 8 A, 6.72 | Barque, W. | 856 | 19 | R. Brennan | W. Muirhead, Chatham, N.B. | Bermuda | St. John, N.B. | General | Dismasted; partial. | 1 | W. 9 | 30 miles S.S.E. of Bermuda, N. Atlantic. | |
| 25 Dec. | "Kate" 10 years. | Ramsgate | - - - | Smack, W. | 41 | 6 | J. Bunn | W. P. Mokey, Ramsgate. | Gt. Yarmouth, for fishing | | Ballast | Loss of boat; partial. | 2 | S.W. 6 | Dogger Bank, North Sea. | |
| 1876. 2 Jan. | "San Rafael" 13 years. | Liverpool | - - - | Barque, W. | 955 | 21 | J. McAdams | Balfour, Williamson, & Co., Liverpool. | Liverpool | Valparaiso | Coal, 1 passgr. | Burnt; total | 11 (10 crew. 1 passgr.) | W.N.W. 4 | Lat. 53° 20′ S., Long. 75° 50′ W., S. Pacific. | |
| 12 Jan. | "Tiara" 1 year. | London | Ll. 90, A 1, 9.75 | S. S., I. | 1,180 | 25 | C. J. Baker | Hall, Broths., Newcastle. | Alexandria | Hull | Cotton seed. | Decks swept, &c.; partial. | 1 | N. 10 | 40 miles N.E. of Algiers, Mediterranean. | |
| 28 Jan. | "Andaluza" 4 years. | Glasgow | Ll. 7, A 1, 4.74 | Brigantine, W. | 174 | 7 | J. McMillan | H. Stevenson, Glasgow. | Rio Grande do Sul. | Queenstown | Bone ash | Decks swept, leaky, &c; partial. | 1 | S.S.E. 11 | Lat. 40° N., Long. 33° W., N. Atlantic. | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 Jan. | "Asphodel" - 14 years. | London - | Ll. cont. 72, 7 A 1, 6.74. | Barque, W. | 305 | 11 | E. R. Stone - | E. H. O'Neill & Co., London. | New York | Stranraer - | Bone manure. | Loss of sails, &c.; partial. | 1 | — | Lat. 41° 58′ N., Long. 34° 28′ W., N. Atlantic. | |
| 8 Feb. | "Diligentia" - 19 years. | Sunderland | Ll. A 1, Red, 9.75 | Barque, W. | 590 | 15 | W. Kain - | J. Tedford, Belfast. | Pensacola - | Grangemouth | Timber | Decks swept, &c.; partial. | 1 | N. 11 | Lat. 41° 2′ N., Long. 28° 30′ W., N. Atlantic. | |
| 14 Feb. | "Mary Lizzie" - 8 years. | St. John's, Newfld. | Ll. 13, A 1 - | Schooner, W. | 148 | 8 | G. Bursell - | P. G. Tessier, St. John's, Newfoundland. | Liverpool - | St. John's, Newfoundland. | General | Loss of sails, spars, &c.; partial. | 1 | S.W. 10 | Lat. 49° 4′ N., Long. 38° 8′ W., N. Atlantic. | |
| 18 Feb. | "Beechwood" - 1 year. | Liverpool - | Ll. 100, A 1 - | Ship, I. | 794 | 21 | W. Soper - | J. T. Cross, Liverpool. | Astoria - | Liverpool - | Wheat | Decks swept, &c.; partial. | 1 | S.W. 10 | Lat. 35° 36′ S., Long. 121° 21′ W., S. Pacific. | |
| 20 Feb. | "Malvina Maud" New. | Launceston | - - - | Schooner, W. | 51 | 4 | W. Osen - | Plummer & Co., Launceston, Tas. | Port Adelaide | Port Pirie - | General, including 8 kegs of gunpowder. | Burnt; total - | 1 | — | Off Point Jarrold, Spencer's Gulf, S.A. | See page 238. |
| 24 Feb. | "Advance" - 5 years. | Lowestoft - | - - - | Dandy, W. | 27 | 5 | R. Brown - | S. Warnes, Kirkley. | Lowestoft, for fishing | | Ballast | Boat capsized; partial. | 2 | N.W. 6 | 50 miles S.E. by E. of Lowestoft, North Sea. | |
| 3 March | "Britannia" - 18 years. | Montrose - | Ll. rest. 74, 5 A 1, 5.74. | Brig, W. | 291 | 8 | — Todd - | J. Mitchell, Montrose. | Porto Cortez - | Queenstown | Mahogany. | Loss of rudder, boats, &c.; partial. | 1 | — | N. Atlantic. | |
| 3 March | "Great Britain" 30 years. | Liverpool - | - - - | Ship, W. | 888 | 24 | R. K. Chilcott | W. G. Bragg, Liverpool. | Doboy - - | Liverpool - | Pitch pine. | Capsized, waterlogged; total. | 15 | W.N.W. 10 | 500 miles W. of Cape Clear, N. Atlantic. | See page 189. |
| 9 March | "Enterprize" - 16 years. | King's Lynn | Ll. Æ 1, 12.74 - | Brigantine, W. | 112 | 5 | R. J. Sydil - | W. B. Wall, Lynn. | Newcastle - | Poole - | Coal - | Decks swept, loss of sails, &c.; partial. | 1 | W.S.W. 8 | 10 miles S.S.E. of the Galloper, North Sea. | |
| 9 March | "Eumenides" - 12 years. | Liverpool - | Ll. cont. 72, 5 A 1, 4.75. | Ship, W. | 1,112 | 22 | — Beard - | A. Robbins, Kenilworth. | Beaufort, S.C. | Greenock - | Pitch pine. | Abandoned, waterlogged; total. | 13 | N.W. 12 | Lat. 50° 25′ N., Long. 14° 40′ W., N. Atlantic. | See page 184. |
| 9 March | "Faith" - - 3 years. | Liverpool - | Ll. 13, A 1, 1.75 - | Barque, W. | 481 | 15 | D. Lloyd - | J. Smith, Liverpool. | New York | Bristol - | Wheat, flour, cake rosin. | Loss of sails, boats, &c.; partial. | 1 | W. 9 | Lat. 48° N., Long. 20° W., N. Atlantic. | |
| 10 March | "Pendragon" - 6 years. | Liverpool - | Ll. *A A 1 - Liv. 20 years, Red. | Ship, I. | 1,277 | 26 | C. Symons - | McDiarmed, Greenshields, & Co., Liverpool. | Calcutta - | Havre - | Indigo, jute, rice, &c. | Damage to hull, &c.; partial. | 1 | — 12 | Lat. 16° 7′ S., Long. 83° 51′ E., Indian Ocean. | |
| 11 March | "Knight Commander," 12 years. | Liverpool - | Ll. *A A 1 - Liv. 20 years, Red. | Ship, I. | 1,435 | 29 | J. F. Smith - | T. H. Ismay, Liverpool. | Rangoon - | Liverpool - | Rice - | Decks swept, &c.; partial. | 2 | N. 12 | Lat. 18° S., Long. 83° E., Indian Ocean. | |
| 15 March | "Effort" - - 10 years. | Ramsgate - | - - - | Dandy, W. | 44 | 5 | T. Greenwood | W. R. Jones, Lowestoft. | Lowestoft, for fishing | | Ballast - | Loss of bulwarks, &c.; partial. | 1 | W.S.W. 7 | 60 miles E. of Yarmouth, North Sea. | |
| 18 March | "Nova Zembla" - 3 years. | Dundee - | - - - | S. S., W. | 255 | 68 | W. Cofley - | W. O. Taylor, Dundee. | Dundee - | Seal fishing | Blubber & skins. | Decks swept; partial. | 1 | E.N.E. 10 | Lat. 66° 43′ N., Long. 1° 42′ W., N. Atlantic. | |
| 23 March | "Lanchester" - 6 years. | Sunderland | Liv. 18 years, Red | S. S., I. | 474 | 17 | C. Hammond | H. T. Morton, Durham. | Huelva - | Newcastle - | Copper ore. | Loss of boat; partial. | 5 | N.E. 8 | Corcubion Bay, Spain. | |
| 26 March | "Wiley Smith" - 9 years. | Pugwash - | - - - | Brig, W. | 128 | 6 | H. J. Hewitt - | G. Weston, New York. | New York - | Trinidad, Cuba. | Cooperage | Loss of sails, rigging, and deck-load; partial. | 1 | S. 11 | Lat. 37° 30′ N., Long. 70° 53′ W. | |
| 30 March | "James Aiken" - 9 years. | Liverpool - | Ll. *A A 1 - | Ship, I. | 958 | 20 | J. Sim - | T. E. Greenshields, Liverpool. | Liverpool - | Sydney - | General | Decks swept, &c.; partial. | 2 | S. 9 | Lat. 40° 3′ S., Long. 144° 3′ E., S. Pacific. | |
| 4 May | "Dundee" - 17 years. | London - | Ll. cont. 1869, 7 A 1. | Barque, W. | 420 | 17 | A. Stevens - | C. C. Dawson, London. | Jamaica - | London - | Sugar & rum. | Decks swept, &c.; partial. | 3 | W. 10 | Lat. 44° N., Long. 36° W., N. Atlantic. | |
| 8 May | "Brighton" - 5 years. | Shoreham - | Ll. 12, A 1 - | Barque, W. | 407 | 12 | J. Evans - | B. Wade, Shoreham. | Iquique - | Plymouth - | Nitrate of soda. | Loss of sails, spars, &c.; partial. | 1 | S.W. 3 | Lat. 45° N., Long. 20° 16′ W., N. Atlantic. | |
| 12 May | "General Lee" - 6 years. | Lowestoft - | - - - | Dandy, W. | 29 | 5 | F. Holt - | E. Hunter, Kirkley. | Lowestoft, for fishing | | Ballast - | Loss of boat; partial. | 1 | N.E. 5 | 70 miles E.S.E. of Lowestoft, North Sea. | |

## CASUALTIES FROM OTHER CAUSES—*continued.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers, (if any). | Nature of Disaster, and whether resulting in Total Loss or Partial Damage. | No. of Lives Lost. | Wind. | Place of Casualty. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1876. 14 May | "Limari" - - 9 years. | Liverpool - | Ll. *A A 6.75 - | Barque, I. | 599 | 17 | F. Gregory - | T. Connell, Liverpool. | Liverpool - | Talcahuano | Salt, bricks, &c. | Decks swept, &c.; partial. | 1 | N.E. 7 | Lat. 46° 45′ N., Long. 12° 30′ W., N. Atlantic. | |
| 31 May | "Nordcap" - - 10 years. | Fowey - | Ver. 3/3, A 1. 1. for 4 years, from May 1873. | Brigantine, W. | 120 | 6 | T. Ball - - | T. Anthony, Pentown. | Pentown - | Harburg - | China clay. | Loss of rigging; partial. | 1 | N.W. 7 | 50 miles W. by S. of Heligoland, North Sea. | |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on Board. | Laden. | Ballast. | Unknown. | Total Loss. | Partial Damage. | No. of Lives Lost. | No of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 76 | 42 | 16 | 38,971 | 1,187 | 506 | 1,693 | 63 | 13 | — | 11 | 65 | 169 (3 passrs. 166 crew.) | 8 |

## (5.)—MISSING VESSELS.

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | No. of Lives Lost. | Where and when last heard of. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1873 — | "W. A. Rogers" - 13 years. | Liverpool, N.S. | - - - | Brigantine, W. | 163 | 8 | - - - | B. O. De Wolf, Liverpool, N.S. | Liverpool, N.S. | Barbados - | Lumber - | 8 | Not heard of since sailing on 11th Feb. 1873. | |
| „ — | "Elwin Hawthorn" 7 years. | London - | - - - | Spritsail, W. | 53 | 3 | J. Grayling - | E. Hawthorn - | Dunkirk - | London - - | Potatoes - | 3 | Not heard of since sailing on 27th Nov. 1873. | |
| 1874 — | "Mystic" - - 13 years. | Hull - - | - - - | Smack, W. | 44 | 5 | J. Maunder, Hull | | Hull, for fishing | | Ballast - | 5 | Last seen on the Dogger Bank, on 16th March 1874. | |
| „ — | "Earl of Dufferin" 1 year. | London - | Ll. 12, A 1, 10.74 Ver. 3/3, L. 1. 1. for 10 years, from 6.73, 10.74. | Ship, W. | 1,703 | 31 | T. W. Hackett - | W. R. Price London. | Liverpool - | Yokohama - | Patent fuel - | 31 | Spoken in Lat. 8° N., Long. 26° W., on 21st Sept. 1874, and has not since been heard of. | |
| „ — | "Cambria" - 3 years. | Dunedin, N.Z. | - - - | Schooner, W. | 43 | 3 | T. Saunders - | W. & H. Guthrie, Dunedin. | Dunedin - | Timaru - - | Cement, wire, and doors. | 3 | Not heard of since sailing on 9th Oct. 1874. | |
| „ — | "Kaituna" - New. | Lyttelton, N.Z. | - - - | Schooner, W. | 47 | 4 | J. A. Scott - | W. Brownlee, Havelock, N.Z. | Havelock - | Oamaru - - | Wood - - | 4 | Last seen off Banks' Peninsula in Oct. 1874. | |
| „ — | "Success" - 3 years. | Liverpool - | Ver. 3/3, L. 1. 1. for 10 years, from 7.72, 11.74. | Barque, W. | 463 | 12 | F. W. Gent - | W. Deacon & Co., London. | Liverpool - | Shanghai - | Coal - - | 12 | Not heard of since sailing on 27th Nov. 1874. | |
| „ — | "Argosy" - 8 years. | Shoreham - | Ll. 11, A 1, 10.74 | Barque, W. | 393 | 13 | T. Parker - | T. F. Gates, Shoreham. | S. Shields - | Port Louis, Mau. | Coal, 1 passenger. | 14 (1 passgr. 13 crew.) | Spoken in Lat. 48° N., Long. 8° W., on 15th Dec. 1874, and has not since been heard of. | |
| „ — | "Adonis" - - 13 years. | St. John's Newfld. | - - - | Schooner, W. | 47 | 7 | F. Ridout - | C. Bryan, Tilting Harbour, Newfld. | Bonne Bay, Newfoundland. | Bay Islands - | Stores for fishing. | 7 | Not heard of since sailing on 21st Dec. 1874. | |
| 1875 — | "Vesta" - - 27 years. | Liverpool - | Liv. 20 years, Black class cont., Annual Survey, 3.74. | Schooner I. | 169 | 8 | H. Conroy - | J. G. Whyte, Liverpool. | Rio Pongos, W. C. Africa. | Liverpool - | Palm oil and rubber. | 8 | Not heard of since sailing on 26th Jan. 1875. | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| " | — | "Lizzie Muir" 1 year. | Sydney, N.S.W. | - - - | Schooner, W. | 82 | 5 | H. McPherson - | A. Muir, Brisbane | ver. | | | (1 passgr. 5 crew.) | on 25th Feb. 1875. |
| " | — | "Lucy Vick" 2 years. | Fleetwood - | Ll. 11, A 1, 5.73 - | Barquentine, W. | 296 | 10 | J. A. Humphreys. | T. Seed, Fleetwood | Swansea - | Boston, U.S.A. - | Railway iron - | 10 | Not heard of since sailing on 26th Feb. 1875. |
| " | — | "Euphrosyne" 2 years. | Lyttelton, N.Z. | - - - | Schooner, W. | 75 | 6 | R. Spence - | J. Grave, Oamaru, N.Z. | Dunedin - | Oamaru - | Coal and corn | 6 | Not heard of since sailing on 13th March 1875. |
| " | — | "Asiatic" 15 years. | London - | - - - | Barque, W. | 1,150 | 24 | P. Hosking - | Hall, Brothers, Newcastle. | Pensacola - | London - - | Timber - - | 24 | Not heard of since sailing on 17th March 1875. |
| " | — | "Julia Esson" 3 years. | Halifax, N.S. | - - - | Brigantine, W. | 126 | 8 | P. McFarlane - | J. Cronan & Sons, Halifax, N.S. | Halifax - | Porto Rico, W.I. | Fish - - | 8 | Not heard of since sailing on 17th March 1875. |
| " | — | "Strathnaver" 10 years. | Aberdeen - | Ll. 10, A 1, 5.74 - | Ship, W. | 1,018 | 38 | J. Devey - | H. Adamson, senr., Aberdeen. | Sydney, N.S.W. | London - - | General - | 38 | Not heard of since sailing on 27th April 1875. |
| " | — | "Rathfern" 12 years. | Belfast - | Ll. A A 1, 10.74 - Ver. 1 divn. 3/3, L. 1. 1. from 9.71, 9.71. Liv. 20 years, Red, 9.71. | Ship, I. | 1,299 | 27 | J. Mitchell - | W. P. Sinclair & Co. | Bassein - | Queenstown - | Rice, 1 passenger. | 28 (1 passgr. 27 crew.) | Not heard of since sailing on 29th May 1875. |
| " | — | "Pacific" 1 year. | Auckland, N.Z. | - - - | Schooner, W. | 51 | 5 | G. Bradshaw - | Clayton & Crisp, Auckland. | Timaru - | Manukau - | Wheat, 1 passenger. | 6 (1 passgr. 5 crew.) | Not heard of since sailing on 4th June 1875. |
| " | — | "Esk" 12 years. | Greenock - | Ll. A A 1, 10.74 - | Barque, I. | 497 | 15 | J. B. Stitt - | W. Rankin, Greenock. | Valparaiso - | Havre - - | General - | 15 | Not heard of since sailing on 19th June 1875. |
| " | — | "Culzean Castle" New. | Glasgow - | Ll. 100, A 1, 3.75 | Ship, I. | 1,775 | 38 | —Macaulay - | T. Skinner, Glasgow. | Liverpool | Melbourne - | General, 19 passengers. | 57 (19 passgrs. 38 crew.) | Spoken off Rio Janeiro on 28th June 1875, and has not since been heard of. |
| " | — | "Coromandel" 3 years. | N. Shields - | Ll. 20 years, Red, 7.72. | Steamer, I. | 1,291 | 40 | J. D. Mahy - | J. J. & J. Wait, N. Shields. | Bombay - | Liverpool - | Cotton, wheat, &c., 13 passengers. | 53 (13 passrs. 40 crew.) | Not heard of since sailing on 30th June 1875. |
| " | — | "Pearl" 2 years. | Lyttelton N.Z. | - - - | Schooner, W. | 59 | 5 | J. Barnes - | H. McClellan, Lyttelton, N.Z. | Auckland - | Lyttelton, N.Z. | Timber - | 5 | Missing since 7th July 1875 |
| " | — | "Lothair" 4 years. | Liverpool | Ver. 3/3, L. 1. 1. from 1.71, 6.75. | Barque, W. | 860 | 17 | R. Roberts - | J. H. Jones, Aberdovey. | Liverpool - | Valparaiso - | Coal - - | 17 | Spoken in Lat. 3° N., Long. 22° W. on 20th July 1875, and not since heard of. |
| " | — | "Rosewood" 1 year. | Swansea - | Ll. 5, A 1, 4.74 - | Brigantine, W. | 276 | 8 | J. Evans - | Swansea Shipping Co. | Troon - - | Matanzas - | Coal - - | 8 | Not heard of since sailing on 27th July 1875. |
| " | — | "Alcatraz" 8 years. | Liverpool - | Ll. *A A 1, 2.75 - | Ship, I. | 843 | 26 | J. Clementson - | W. J. Myers, Son, & Co., Liverpool. | San Francisco - | Queenstown - | Wheat and ore. | 26 | Not heard of since sailing on 7th Aug. 1875. |
| " | — | "Emily" 8 years. | Nelson, N.Z. - | - - - | Ketch, W. | 17 | 2 | H. Hamilton, Nelson, N.Z. | | Collingwood - | Nelson - - | Swede turnips | 2 | Not heard of since sailing on 18th Aug. 1875. |
| " | — | "Fair Rover" 3 years. | Bridport - | Ll. 12, A 1, 8.74 - | Barque, W. | 287 | 11 | E. A. Rudge - | E. Cox, Bridport - | Baltimore - | Newry - - | Grain, 2 passengers. | 13 (2 passrs. 11 crew.) | Not heard of since leaving the Chesapeake River, on the 22nd Aug. 1875. |
| " | — | "Florentine" 8 years. | Liverpool - | Ll. 8, A 1, 11.74 - | Ship, W. | 979 | 20 | R. Jones - | J. Thomas - | Passaruan - | Cork - | Rice, sugar, and coffee. | 20 | Not heard of since sailing on 25th Aug. 1875. |
| " | — | "Martin Wiener" 3 years. | London - | Ll. 90, A 1, 8.75 - | Steamer, I. | 507 | 20 | G. Cowle - | J. Johnasson London. | S. Shields - | Hamburg - | Coal - - | 20 | Not heard of since sailing on the 31st Aug. 1875; two of her boats were picked up on the Dogger Bank. |
| " | — | "Wm. McKean" 6 years. | Halifax, N.S. | - - - | Brigantine, W. | 209 | 8 | F. Forrest - | Black, Bros., & Co., Halifax, N.S. | Baltimore - | Berbice - | General - | 8 | Spoken in Lat. 33° N., Long. 65° W., on 1st Sept. 1875, and has not since been heard of. |
| " | — | "Mary Herbert" New. | Fremantle, W.A. | - - - | Schooner, W. | 92 | 7 | - - - | J. Herbert, Fremantle, W.A. | King George's Sound. | Fremantle - | General, 10 passengers. | 17 (10 passrs. 7 crew.) | Not heard of since sailing on 4th Sept. 1875. |
| " | — | "Artery" Unknown | Great Yarmouth. | - - - | Cutter, W. | 33 | 6 | A. Norman - | J. T. Savage, Yarmouth. | Yarmouth, for fishing | | Ballast - | 6 | Not heard of since leaving the fishing ground on the 26th Sept. 1875. |

## MISSING VESSELS—*continued.*

| Date of Casualty. | Name and Age of Vessel. | Port of Registry, if British. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. | Description of Vessel, & whether Iron or Wood. | Tons. | Crew. | Name of Master. | Name of Owner. | Port sailed from. | Port bound to. | Cargo and No. of Passengers (if any). | No. of Lives Lost. | Where and when last heard of. | Result of Inquiry (if any). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | | | | | | | | |
| „ — | "Lizzie Hawke" Unknown. | Plymouth | - - - | Ketch, W. | 89 | 5 | J. G. Norris | J. B. Prout, Stowford, Devon. | Jersey | Plymouth | Bricks, potatoes, &c. | 5 | Not heard of since sailing on 26th Sept. 1875. | |
| „ — | "Lizzie" New. | Wick | Ll. 11, A 1, 3.75 | Cutter, W. | 49 | 5 | G. Lamy | G. Sutherland | Stettin | Wick | Ballast | 5 | Last seen in the Sleeve on the 27th Sept. 1875. | |
| „ Sept. | "Eastern Queen" 5 years. | Nassau, N.P. | - - - | Schooner W. | 82 | 9 | - - - | J. D. Evans, Nassau. | Nassau and Inagua. | Jamaica | Ballast, 24 passengers, (pensioners of the 1st & 2nd West India Rgts.) | 33<br>24 (passgrs.)<br>9 (crew) | Caribbean Sea. | |
| „ — | "Java" 9 years. | N. Shields | Ver. 3/3, G. 1. 1. for 5 years, from 7.72. 8.74. | Schooner, W. | 185 | 7 | H. Wright | E. Wilkinson, Blyth. | Lisbon | Bremerhaven | Cork and mineral. | 7 | Not heard of since sailing on 3rd October 1875. | |
| „ — | "DevonshireLass" 2 years. | Hull | - - - | Ketch, W. | 71 | 5 | J. Heath | P. Bates, Hull | Hull, for fishing | | Ballast | 5 | Not heard of since sailing on 6th October 1875. | |
| „ — | "Industry" 12 years. | Banff | Ll. Æ 1, 6.74 | Schooner, W. | 136 | 6 | - - - | T. C. Hand, Blyth | Blyth | Gothenburg | Coal | 6 | Not heard of since sailing on 7th October 1875. | |
| „ — | "Saladin" 12 years. | Llanelly | - - - | Brig, W. | 199 | 8 | — Davies | W. Bowen, Llanelly | Coosaw River, S.C. | Bristol | Phosphate rock. | 8 | Not heard of since sailing on 7th October 1875. | |
| „ — | "Peter Joynson" 12 years. | Liverpool | Ll. cont. 71, 5, A 1, 2.71. | Ship, W. | 956 | 20 | F. Lenders | A. Feggers, Liverpool. | Rangoon | Falmouth | Teak and cutch | 20 | Passed St. Helena on 9th October 1875, and has not since been heard of. | |
| „ — | "Loch Laggan" 3 years. | Glasgow | Ll. 100, A 1, 10.75 | Ship, I. | 1,435 | 32 | H. Campbell | J. Aitken, Glasgow | Liverpool | Melbourne | General | 32 | Spoken in Lat. 2° S., Long. 31° W., on 26th October 1875, and has not since been heard of. | |
| „ — | "Acapulco" 14 years. | Liverpool | Ll. A A 1, 10.75. Liv. 20 years, Red, 10.75. | Barque, I. | 598 | 17 | J. Cape | Shallcross & Higham, Liverpool. | Liverpool | Valparaiso | Coal | 17 | Left Holyhead on 29th Oct. 1875, and has not since been heard of. | |
| „ — | "St. Peter" 2 years. | Sunderland | Ll. 90, A 1, 3.75 | Steamer, I. | 479 | 19 | J. Douglas | A. Robson, Sunderland. | Huelva | Amsterdam | Ore | 19 | Not heard of since sailing on 6th November 1875. | |
| „ — | "Cavalier" 6 years. | London | Ll. A B 1, 3.75 | Steamer, I. | 115 | 11 | W. Knott, London | | Swansea | Nantes | Coal | 11 | Not heard of since sailing on 9th November 1875. | |
| „ — | "Confidence" 10 years. | Sunderland | Ll. cont. 74, 3 A 1. 1.75. | Snow | 279 | 9 | J. Duncan | S. W. Rackley, Sunderland. | Sunderland | Santander | Coal | 9 | Not heard of since sailing on 9th November 1875. | |
| „ — | "Mary" 32 years. | Guernsey | - - - | Cutter, W. | 15 | 2 | J. Le Maitre | A. J. De La Tour | Alderney | Guernsey | Ore weed ashes, 1 passenger. | 3 (1 passger. 2 crew.) | Not heard of since sailing on 12th November 1875. | |
| „ — | "Lusitania" 5 years. | London | Ll. cont. 8.74, 5 A 1, 6.75. | Barque, W. | 219 | 10 | A. Michaelsen | H. C. Bucknall, London. | Newcastle | Oporto | Coal | 10 | Not heard of since sailing on 15th November 1875. | |
| „ — | "Tay" 14 years. | St. John's, Newfld. | - | Schooner, W. | 25 | 3 | J. Hefford, Trinity Bay, Newfld. | | Harbor Grace | New Harbor, Trinity Bay. | Provisions | 3 | Not heard of since sailing on 15th November 1875. | |
| „ — | "Andromeda" 15 years. | Lowestoft | - - - | Smack, W. | 36 | 5 | A. Daymond | G. Bartlett, Lowestoft. | Lowestoft, for fishing | | Ballast | 5 | Last seen on the Fishing Ground in North Sea on 18th November 1875. | |
| „ — | "Affghan" 24 years. | S. Shields | - - - | Barque, W. | 608 | 14 | J. Mathews | R. S. Allen, South Shields. | Shields | Garrucha | Coke and Coal | 14 | Not heard of since sailing on 10th November 1875. | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| „ | — | "Henry" 6 years. | Lowestoft | - | - | Dandy, W. | 24 | 10 | - | toft. | | | | | Ground in the North Sea, on 19th November, and has not since been heard of. |
| „ | — | "Wm. and Eliza" 11 years. | Lowestoft | - | - - - | Dandy, W. | 48 | 5 | - - | J. Conolly, Lowestoft. | Lowestoft, for fishing | | Ballast - | 5 | Last seen off the Texel on 19th November 1875. |
| „ | — | "Harbinger" 2 years. | St. John's, Newfld. | | - - - | Schooner, W. | 36 | 5 | J. Bennett - | S. Bennett, Burin | Burin - | Montier Bay, Newfld. | Ballast - | 5 | Not heard of since sailing on 29th November 1875. |
| „ | — | "Viceroy" 8 years. | Shoreham | - | Ll. 9, A 1, 9.75 - | Barque, W. | 360 | 12 | G. Carter - | T. Gates, Shoreham. | Java - - | Cork - - | Sugar | 12 | Left St. Helena on 24th December 1875, and has not since been heard of. |
| „ | — | "Essie Black" 20 years. | Sydney, N.S.W. | | - - - | Barque, W. | 281 | 9 | J. Sevius - | T. J. Sivier, Sydney, N.S.W. | Newcastle, N.S.W. | Adelaide, S.A. - | Coal - | 9 | Supposed to have foundered in Bass' Straits. |
| 1876 | — | "George W. Jones," 6 years. | Yarmouth. N.S. | | Ver. 3/3, G. 1. 1. for 5 years, from 9.74. 4.75. | Barque, W. | 679 | 12 | I. L. Porter - | A. C. Robbins - | Glasgow - | New York - | Ballast - | 12 | Not heard of since sailing on 8th January 1876. |
| „ | — | "Georgiana" 12 years. | Liverpool | - | - - - | Barque, W. | 613 | 13 | — Crane - | B. Vaughan, Liverpool. | New Orleans - | Liverpool - | Oil cake - | 13 | Not heard of since 18th January 1876. |
| „ | — | "Walton" 7 years. | Harwich | - | Ll. 10, A 1, 6.73 - | Barque, W. | 550 | 16 | J. Shields - | J. H. Vaux, Harwich. | New York - | London - | Wheat, 2 passengers. | 18 (2 passgrs. 16 crew.) | Not heard of since sailing on 20th January 1876. |
| „ | — | "Benton" 12 years. | Liverpool | - | Ll. *A A 1, 10.75 | Ship, I. | 952 | 20 | F. Elliott - | W. Hope, Liverpool. | Liverpool - | Bombay - | Coal - - | 20 | Spoken on 2nd February 1876, near the Cape of Good Hope, and not since heard of. |
| „ | — | "Lake St. Clair" 12 years. | Montreal | - | Ll. *A A 1, 11.75. Liv. 20 years, Red, 11.75. | Ship, I. | 1,061 | 33 | J. Coffey - | Canada Shipping Co., Montreal. | New York - | Glasgow - | General - | 33 | Not heard of since sailing on 19th February 1876. |
| „ | — | "M. D. Sarah" 15 years. | Fowey | - - | - - - | Schooner, W. | 58 | 4 | J. E. Clarke, Pentuan | | Par - - | Abbeville | China clay - | 4 | Not heard of since sailing on 4th March 1876. |
| „ | — | "Intrepid" 15 years. | Hull | - - | - - - | Ketch, W. | 55 | 5 | J. Rae - - | J. Fellowes, Hull | Hull, for fishing | | Ballast - | 5 | Last seen on the N.E. end of the Dogger Bank, on 20th March 1876. |
| „ | — | "Margaret Anne" 1 year. | Bideford | - | Ll. 11, A 1, 8.75 - | Schooner, W. | 89 | 5 | S. Vine, Clovelly | | Larache - | Falmouth - | Beans - | 5 | Last seen in Lat. 36° N., Long. 6° W. on 24th March 1876. |
| „ | — | "John Walker" 3 years. | Lerwick | - | Ll. 8, A 1, 4.73 - | Ketch, W. | 78 | 13 | J. Hunter - - | Shetland Fishing Co., Glasgow. | Scalloway - - | Faroe, for fishing | Ballast - | 13 | Last seen off West side of Faroe Islands, on 26th March 1876. |
| „ | — | "Star" - 42 years. | S. Shields | - | - - - | Brig, W. | 163 | 6 | R. Maguire - | J. J. Donaldson, Whitley Links. | Blyth - - | Riga - - | Coal - | 6 | Not heard of since sailing on 30th March 1876. |
| „ | — | "Katie" - 10 years. | Prince Edward Island. | | - - - | Schooner, W. | 60 | Unk., say 5 | - - - | J. Forrestall, Auld's Cove, N.S. | Pt. Hawkesbury | Boston, U.S. - | General, 63 passengers. | 68 (63 passrs., say 5 crew.) | Not heard of since leaving Pt. Hawkesbury on 2nd April 1876. |
| „ | — | "Margaret Macdonald," 26 years. | Sunderland | - | - - - | Brig, W. | 118 | 5 | H. Bloomfield, Sunderland | | Sunderland - | Tréport - | Coal - | 5 | Not heard of since sailing on 13th April 1876. |

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown. | No. of Lives lost. | No. of Inquiries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total - | 67 | 33 | 13 | 25,748 | 805 | 138 | 943 | 54 | 13 | — | 943 (138 passrs. 805 crew.) | — |

U 3

## SUMMARY, 1867.

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 87 | 33,618 | 1,157 | 5 | 1,162 | 23 | 3 | 61 | 87 | — | 1,012 |
| Strandings - - | 63 | 22,406 | 978 | 65 | 1,043 | 37 | 2 | 24 | 62 | 1 | 575 |
| Collisions - - | 4 | 1,362 | 52 | — | 52 | 2 | — | 2 | 3 | 1 | 29 |
| Other causes - - - | 44 | 9,325 | 402 | — | 402 | 20 | 21 | 3 | 32 | 12 | 61 |
| | 198 | 66,711 | 2,589 | 70 | 2,659 | 82 | 26 | 90 | 184 | 14 | 1,677 |

## SUMMARY, 1868.

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 84 | 37,953 | 1,186 | 161 | 1,347 | 32 | 4 | 48 | 84 | — | 1,067 |
| Strandings - - | 48 | 15,751 | 614 | 66 | 680 | 34 | 7 | 7 | 47 | 1 | 335 |
| Collisions - - - | 8 | 5,548 | 208 | 1 | 209 | 5 | 2 | 1 | 8 | — | 64 |
| Other causes - - | 22 | 8,612 | 268 | 9 | 277 | 17 | 5 | — | 4 | 18 | 38 |
| | 162 | 67,864 | 2,276 | 237 | 2,513 | 88 | 18 | 56 | 143 | 19 | 1,504 |

*Table 45—cont.*

## SUMMARY, 1869.

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 100 | 42,816 | 1,351 | 66 | 1,417 | 39 | 2 | 59 | 99 | 1 | 1,160 |
| Strandings - - | 55 | 22,633 | 945 | 407 | 1,352 | 42 | 7 | 6 | 54 | 1 | 392 |
| Collisions - - - | 9 | 3,696 | 124 | 14 | 138 | 7 | 2 | — | 8 | 1 | 55 |
| Other causes - - | 22 | 10,499 | 329 | 42 | 371 | 18 | 4 | — | 3 | 19 | 78 |
| | 186 | 79,644 | 2,749 | 529 | 3,278 | 106 | 15 | 65 | 164 | 22 | 1,685 |

## SUMMARY, 1870.

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 28 | 14,308 | 828 | 1 | 829 | 23 | 4 | 1 | 28 | — | 649 |
| Strandings - - | 46 | 15,648 | 545 | 44 | 589 | 33 | 7 | 6 | 46 | — | 411 |
| Collisions - - | 10 | 2,986 | 152 | 114 | 266 | 7 | 2 | 1 | 8 | 2 | 65 |
| Other causes - - | 94 | 36,206 | 1,284 | 188 | 1,472 | 52 | 7 | 35 | 76 | 18 | 1,146 |
| | 178 | 69,148 | 2,809 | 347 | 3,156 | 115 | 20 | 43 | 158 | 20 | 2,271 |

## SUMMARY, 1871.

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 33 | 9,806 | 414 | 67 | 481 | 27 | 6 | — | 33 | — | 244 |
| Strandings - - | 56 | 19,643 | 835 | 222 | 1,057 | 46 | 6 | 4 | 51 | 5 | 300 |
| Collisions - - - | 11 | 3,395 | 115 | 2 | 117 | 8 | 2 | 1 | 9 | 2 | 32 |
| Other Causes - - - | 116 | 53,106 | 1,653 | 243 | 1,896 | 77 | 15 | 24 | 77 | 39 | 1,094 |
| | 216 | 85,950 | 3,017 | 534 | 3,551 | 158 | 29 | 29 | 170 | 46 | 1,670 |

## SUMMARY, 1872.

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 16 | 5,213 | 162 | 6 | 168 | 13 | 3 | — | 16 | — | 70 |
| Strandings - - | 70 | 29,877 | 1,229 | 634 | 1,863 | 61 | 5 | 4 | 66 | 4 | 402 |
| Collisions - - | 15 | 5,622 | 276 | 80 | 356 | 11 | 3 | 1 | 11 | 4 | 98 |
| Missing Vessels - - | 78 | 37,224 | 1,116 | 22 | 1,138 | 51 | 9 | 18 | 78 | — | 1,138 |
| Other Causes - - | 75 | 46,764 | 1,366 | 653 | 2,019 | 68 | 7 | — | 24 | 51 | 272 |
| | 254 | 124,700 | 4,149 | 1,395 | 5,544 | 204 | 27 | 23 | 195 | 59 | 1,980 |

## Summary, 1873 (Jan. to June).

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 14 | 6,965 | 197 | 2 | 199 | 13 | 1 | – | 14 | – | 42 |
| Strandings - - | 33 | 13,434 | 566 | 872 | 1,438 | 28 | 4 | 1 | 32 | 1 | 782 |
| Collisions - - - | 4 | 938 | 35 | – | 35 | 1 | 3 | – | 4 | – | 16 |
| Missing Vessels - - | 56 | 32,290 | 873 | 1 | 874 | 52 | 2 | 2 | 56 | – | 874 |
| Other Causes - - | 57 | 30,461 | 952 | 211 | 1,163 | 51 | 5 | 1 | 14 | 43 | 136 |
| | 164 | 83,988 | 2,623 | 1,086 | 3,709 | 145 | 15 | 4 | 120 | 44 | 1,850 |

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - - | 28 | 9,659 | 406 | 950 | 1,356 | 26 | 1 | 1 | 28 | — | 1,039 |
| Strandings - - - | 67 | 27,446 | 947 | 183 | 1,130 | 56 | 9 | 2 | 66 | 1 | 456 |
| Collisions - - - | 6 | 1,184 | 64 | 29 | 93 | 4 | 1 | 1 | 5 | 1 | 27 |
| Missing vessels - - | 131 | 58,748 | 1,825 | 455 | 2,280 | 112 | 14 | 5 | 131 | — | 2,280 |
| Other causes - - | 103 | 55,086 | 1,768 | 1,533 | 3,301 | 85 | 15 | 3 | 13 | 90 | 232 |
| | 335 | 152,123 | 5,010 | 3,150 | 8,160 | 283 | 40 | 12 | 243 | 92 | 4,034 |

X

## Summary, 1874–5.

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. | No. of Official Investigations held. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - | 17 | 5 | 5 | 8,131 | 408 | 142 | 550 | 14 | 3 | — | 17 | — | **308** (106 passrs. 202 crew). | 6 |
| Strandings - - | 62 | 25 | 9 | 20,466 | 956 | 400 | 1,356 | 52 | 8 | 2 | 54 | 8 | **571** (165 passrs. 406 crew). | 15 |
| Collisions - - | 11 | 9 | 2 | 5,819 | 165 | 1 | 166 | 6 | 5 | — | 11 | — | **43** (1 passr. 42 crew). | 1 |
| Other causes - - | 65 | 34 | 17 | 36,181 | 1,176 | 1,156 | 2,332 | 50 | 15 | — | 10 | 55 | **631** (454 passrs. 177 crew). | 4 |
| Missing vessels - | 103 | 63 | 19 | 40,027 | 1,253 | 22 | 1,275 | 87 | 13 | 3 | 103 | — | **1,275** (22 passrs. 1,253 crew). | 3 |
| | 258 | 136 | 52 | 110,624 | 3,958 | 1,721 | 5,679 | 209 | 44 | 5 | 195 | 63 | **2,828** (748 passrs. 2,080 crew). | 29 |

*Table 45—cont.*

## Summary, 1875–6.

| | No. of Vessels. | No. classed in Ll., Liv., or Ver. | No. of Iron Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. | No. of Official Investigations held. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - | 27 | 10 | 1 | 9,850 | 330 | 48 | 378 | 22 | 5 | — | 27 | — | **189** (21 passrs. 168 crew). | 5 |
| Strandings - | 49 | 16 | 8 | 19,377 | 783 | 429 | 1,252 | 39 | 10 | — | 46 | 3 | **389** (150 passrs. 239 crew). | 17 |
| Collisions - - | 4 | — | — | 940 | 31 | 14 | 45 | 3 | 1 | — | 3 | 1 | **18** (7 passrs. 11 crew). | — |
| Other causes - | 76 | 42 | 16 | 38,971 | 1,187 | 506 | 1,693 | 63 | 13 | — | 11 | 65 | **169** (3 passrs. 166 crew). | 7 |
| Missing vessels - | 67 | 33 | 13 | 25,748 | 805 | 138 | 943 | 54 | 13 | — | 67 | — | **943** (138 passrs. 805 crew). | — |
| | 223 | 101 | 38 | 94,886 | 3,176 | 1,135 | 4,311 | 181 | 42 | — | 154 | 69 | **1,708** (319 passrs. 1,389 crew). | 29 |

## SUMMARY of CASUALTIES involving LOSS of LIFE reported to the Board of Trade in the Nine and a Half Years ended 30th June 1876.

| | No. of Vessels. | Tons. | Crew. | Passengers. | Total No. on board. | Laden. | Ballast. | Unknown whether Laden or not. | Total Loss. | Partial Damage. | No. of Lives Lost. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Founderings - - | 434 | 178,319 | 6,439 | 1,448 | 7,887 | 232 | 32 | 170 | 433 | 1 | 5,780 |
| Strandings - - | 549 | 206,681 | 8,438 | 3,322 | 11,760 | 428 | 65 | 56 | 524 | 25 | 4,613 |
| Collisions - - - | 82 | 31,490 | 1,222 | 255 | 1,477 | 54 | 21 | 7 | 70 | 12 | 447 |
| Other Causes - - | 1,109 | 519,148 | 16,257 | 5,179 | 21,436 | 857 | 158 | 94 | 699 | 410 | 10,367 |
| | 2,174 | 935,638 | 32,356 | 10,204 | 42,560 | 1,571 | 276 | 327 | 1,726 | 448 | 21,207 |

NOTE.—*Before the year* 1870 *missing vessels were classed with founderings.*

# PART VI.

## INQUIRIES into WRECKS, &c.

## Table 46. STATEMENT of OFFICIAL INQUIRIES in the UNITED KINGDOM into the CAUSES of WRECKS, CASUALTIES, and COLLISIONS, Ordered by the Board of Trade during the Year 1875–6.

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
|---|---|---|---|---|---|---|---|---|
| 1. **"A 1,"** *of Scarborough,* Barque, 933 Tons. Official No. 62,879. JOHN OATWAY, *Master.* C.C. No. 31,696. RICHARD LEE, *Second Mate.* C.C. No. 0,768. | Lloyd's 100 A 1, 2.76 - | Sunderland, 1876 Iron. | P. Webster, Scarborough, and others. | Foundered through collision with ice in the Gulf of St. Lawrence, on the 15th of May 1876. Total. | Inquiry held at South Shields before J. Strachan and J. L. Hall, Esqrs., Justices of the Peace, assisted by Captains T. Beasley and G. T. Holt, as Assessors, on the 13th, 14th, and 15th of July 1876. | — | The Master cautioned for leaving the deck in charge of the Second Mate when approaching danger. As the wilful disobedience of the Second Mate led to the loss of the ship, he was found guilty of default, and his certificate suspended for 12 months. | See Appendix, p. 281. |
| 2. **"Abbotsford,"** S.S., *of Liverpool,* 1,680 Tons. Official No. 69,248. REDFORD WEBSTER SARGENT, *Master.* C.C. No. 88,805. | Liverpool, 20 years, Red, 4.73. | Dundee, 1873 - Iron. | The International Navigation Co., Liverpool. | Stranded on Wylfa Head, Anglesea, on the 21st of July 1875. Total. | Inquiry held at Liverpool before H. Mansfield, Esq., Deputy Stipendiary Magistrate, assisted by Captain C. E. Pryce and Captain E. White, R.N., as Assessors, on the 19th, 20th, and 21st of August 1875. | — | Loss of vessel attributed to an error in judgment on the part of the Master in miscalculating his distance from the South Stack, and also through his not making allowance for the force of the tide. He was censured by the Court. | See Appendix, p. 281. |
| *3. **"Aberdeen Ferry Boat."** | - - - | - - | Alexander Kennedy, Tacksman, Aberdeen. | Capsized whilst crossing the River Dee, between Aberdeen and the village of Torry, on the 5th of April 1876. Partial. | Investigation held at Aberdeen by Captain H. Harris, H.C.S., Nautical Assessor to the Board of Trade, on the 17th, 18th, 19th, and 20th of April 1876. | 32 | Overcrowding of boat with passengers. A prominent cause of the disaster was an obstruction in the rollers underneath the fly-wheel, caused by an ill-made splice in the wire rope, by means of which the boat was worked. | See Appendix, p. 282. |
| 4. **"Accidental Star,"** *of North Shields,* Brig, 238 Tons. Official No. 47,666. THOMAS AITKENHEAD, *Master.* C.C. No. 34,294. | Lloyd's cont., Oct. 1872, 6 A 1, 6.72. | Sunderland, 1863 Wood. | R. Dent, Newcastle-on-Tyne, and others. | Foundered in Lat. 43° 40′ N., Long. 13° 12′ W., on the 16th of May 1876. Total. | Inquiry held at North Shields before G. Cleugh and J. Green, Esqrs., Justices of the Peace, assisted by Lieut. C. S. Broome, R.N., and Captain R. Wilson, as Assessors, on the 22nd and 23rd of April 1876. | — | Foundering not caused by default of the Master. His certificate returned to him. | See Appendix, p. 283. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2,458 Tons. Official No. 65,925. JOHN WILLIAM JENNINGS, *Master.* C.C. No. 86,008. ROBERT EDWARD BENCE, *Chief Mate.* C.C. No. 24,987. | Ver. 3/3, L. 1. 1., I. Div., from Sept. 1874, 9.74. | | Liverpool. | on the 31st of December 1875. Slight damage. | Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and Captain T. Beasley, as Assessors, from the 1st to the 10th of February 1876. | | the collision. He was also acquitted of the charge of not rendering such assistance as he ought to have done to the vessel with which he had collided. | |
| **"Harvest Queen,"** American ship, 1,626 Tons. — JANSSEN, *Master.* | - - - | New York, 1854 Wood. | C. H. Marshall, New York. | Total - - - | - - - - - | 27 | | |
| 6. **"Agamemnon,"** *of Glasgow,* Ship, 1,047 Tons. Official No. 32,836. THOMAS MARTIN, *Master.* C.C. No. 82,061. | - - - | Quebec, 1845 - Wood. | James Cornfoot, co. Fife, and others. | Abandoned in Lat. 44° 27′ N., Long. 47° 54′ W., on the 28th of October 1875. Total. | Inquiry held at Kirkcaldy before P. Swan and J. T. Stocks, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain G. Burnett, as Assessors, on the 15th of December 1875. | — | Sprang a-leak through stress of weather. Deck load of logs of timber contributed to the disaster. Master justified in abandoning the ship. His certificate returned to him. | See Appendix, p. 285. |
| 7. **"Alderney,"** S.S., *of Southampton,* 395 Tons. Official No. 72,346. THOMAS LAINSON, *Master.* C.C. No. 101,404. HENRY STEBBING SMITH, *Chief Engineer.* C.C. No. 11,328. THOMAS LAWRENCE, *Second Engineer.* Not certificated. | Lloyd's 100 A 1, 5.75 - | Low-Walker-on-Tyne, 1875. Iron. | The London and South-Western Railway Co., London. | Damage to boilers, discovered when off the Isle of Wight, on the 22nd of March 1876. Partial. | Inquiry held at Southampton before A. Lamb and A. Pegler, Esqrs., Justices of the Peace, assisted by J. Mackinlay and J. Hosken, Esqrs., Civil Engineers, as Assessors, on the 3rd and 4th of May 1876. | — | Immediate cause of damage to furnace crowns arose from the large amount of deposit which, judging from its appearance, had formed rapidly upon them, and which was attributed to the gross negligence of the Chief Engineer, whose certificate was suspended for 12 months. Second Engineer censured for similar neglect when in charge of the engine-room. | See Appendix, p. 285. |
| 8. **"Aliwal,"** *of Guernsey,* Brig, 191 Tons. Official No. 14,833. SAMUEL PULSFORD, *Master.* Not certificated. | - - - | Prince Edward Island, 1846. Wood. | T. Burley, and others, Guernsey. | Leaky, while on a voyage from Guernsey to London, in October 1875. Partial. | Inquiry held at Weymouth before G. B. Welsford, Esq., Mayor, and B. Hopkins, Esq., Justice of the Peace, assisted by Captain J. S. Castle and Captain E. White, R.N., as Assessors, on the 12th and 13th of November 1875. | — | Vessel fairly tight before sailing; but on meeting with heavy weather she rolled and strained excessively, owing to the nature and great weight of her cargo, which was considered too much for a vessel of her description and age at the season of the year she sailed. Certain parts of vessel, which were found defective, should have been noticed by owner before shipping such a cargo. Casualty could not be attributed to Master, who appeared to have done all he could under the circumstances. | See Appendix, p. 285. |

* This was an investigation held by an inspector under the 14th and 15th sections of the Merchant Shipping Act, 1854, into the loss of a ferry boat, but as the casualty occurred in a river, the case will not be found elsewhere in the Abstract.

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 9. **"Amelia,"** S.S., *of Glasgow,* 379 Tons. Official No. 73,798. FREDERICK CAMPBELL, *Master.* C.C. No. 94,120. JAMES HENDRY, *Pilot.* | Lloyd's 100 A 1, 11.75 | Port Glasgow, 1875. Iron. | H. L. Seligmann, Glasgow. | Damaged through striking the East India Wharf, Greenock, whilst proceeding down the Clyde, on a voyage to Dunkirk, on the 20th of January 1876. Partial. | Inquiry held at Greenock before J. J. Grieve and W. Ross, Esqrs., Justices of the Peace, assisted by Captain G. Burnett and Captain E. White, R.N., as Assessors, on the 3rd, 4th, and 5th of February 1876. | 1 | Vessel in every respect seaworthy when she left Glasgow. She appeared to have been under the joint charge of the Master and Pilot, who navigated her to the best of their judgment; but the Court thought that they erred in keeping too close to the south shore. Vessel's helm, at a critical moment, did not act as if it had been put hard a-port, as stated in evidence. The Master admonished; but his certificate returned to him. | See Appendix, p. 286. |
| 10. **"Ann,"** *of Carnarvon,* Schooner, 73 Tons. Official No. 24,670. PETER JONES, *Master.* Not certificated. | Lloyd's cont., Aug. 1874, 3 A 1, 3.73. | Prince Edward Island, 1847. Wood. | Thomas Jones, Penrhyndendraeth, Merioneth. | Abandoned about 23 miles N.E. of the Bishop's Light, on the 30th of October 1875. Total. | Inquiry held at Portmadoc before O. Griffith and E. W. Matthew, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle, as Assessor, on the 16th and 17th of November 1875. | — | Vessel had too heavy a cargo on board, and was not in a seaworthy condition. Master justified in abandoning his ship, but was found in default for not having employed a competent person to examine and caulk her. Had he held a certificate it would have been suspended, but as he was uncertificated he was ordered to pay 5*l.* towards the costs of the inquiry. | See Appendix, p. 286. |
| 11. **"Ann Mills,"** *of North Shields,* Barque, 319 Tons. Official No. 44,493. THOMAS ANDERSON SMITH, *Master.* C.C. No. 90,266. | Lloyd's cont., June 1873, 11.71. | Sunderland, 1862 Wood. | T. A. Smith, Blyth | Abandoned in Lat. 46° 15′ N., Long. 9° 54′ W., on the 13th of October 1875. Total. | Inquiry held at Tynemouth before W. A. Potter, Esq., Mayor, and J. Spence, Esq., Justice of the Peace, assisted by Captains B. G. W. Nicolas and J. S. Castle, as Assessors, on the 1st and 2nd of December 1875. | 10 | Lost from stress of weather, which caused the shifting of the cargo (grain) and the choking of the pumps. Sufficient precaution was not taken to secure the cargo by a greater depth of shifting boards, or by carrying a proportion of the cargo in bags. (The Master drowned.) | See Appendix, p. 287. |
| 12. **"Anne Catherine,"** *of Aberystwith,* Brig, 210 Tons. Official No. 27,610. DANIEL REES, *Master.* C.C. No. 16,964. | Lloyd's cont., 1871, 8 A 1, 5.75. | Llangranog, 1859 Wood. | S. Morris, Newcastle-Emlyn, and others. | Stranded near Aberffraw, Anglesea, on the 29th of February 1876. Total. | Inquiry held at Holyhead before R. G. Hughes and T. L. H. Lewis, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain R. Wilson, as Assessors on the 14th of March 1876. | — | Stranded through proceeding at too high a rate of speed in very thick and foggy weather, and without a sufficient look-out being kept. Master's certificate suspended for 3 months. | See Appendix, p. 287. |

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| *of Burrea*, Schooner, 30 Tons. Official No. 17,278. MICHAEL KINSELLA, *Master*. Not certificated. | | Wood. | | December 1875. Total. | J. W. Sunderland, Esqrs., Justices of the Peace, assisted by Captain E. Hight, as Assessor, on the 22nd of December 1875. | | ship he ought to have done, and should have brought his vessel to an anchor after passing the Formby Lightship, when the ebb tide made, and not have allowed her to drift into shoal water. | |
| 14. **"Aphrodite,"** *of Newcastle*, Brig, 289 Tons. Official No. 12,366. ROBERT CLARK, *Master*. C.C. No. 95,228. | - - - | Newcastle, 1850 Wood. | M. Thompson, Newcastle. | Stranded on the Shipwash Sand, on the 18th of December 1875. Total. | Inquiry held at Leith before Y. Pentland and T. Wilkie, Esqrs., Justices of the Peace, assisted by Captains G. Burnett and G. T. Holt, as Assessors, on the 14th, 17th, and 18th of January 1876. | — | Vessel well found and manned and appeared to have been carefully navigated. She appeared to have been lost by the strong tide setting her to the westward. The Master, under the circumstances, acted to the best of his judgment. His certificate returned to him. | See Appendix, p. 288. |
| 15. **"Aquila,"** S.S., *of London*, 654 Tons. Official No. 6,557. THOMAS FARQUHAR, *Master* C.C. No. 94,249. | Liverpool, 18 years, Red, 10.74. | Sunderland, 1871 Iron. | H. C. Mackenzie, London, and others. | Collision about 25 miles S.E. by E. of the Spurn, on the 12th of September 1875. Total. | Inquiry held at Sunderland before A. G. McKenzie and T. T. Pyle, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle and Commander J. F. Prowse, R.N., as Assessors, on the 5th, 6th, and 7th of October 1875. | — | The Court found the Master of the "*Aquila*" in default. He was admonished to be more careful in future, but his certificate was returned to him. | See Appendix, p. 288. |
| **"Growler,"** *of Hull*, Ketch, 68 Tons. Official No. 65,286. AUGUST NIELSON, *Master*. Not certificated. | - - - | Burton Stather, 1872. Wood. | James Fellowes, Hull - | Partial. | | — | | |
| 16. **"Arbitrator,"** *of Liverpool*, Barque, 587 Tons. Official No. 41,617. JOHN HANNAY, *Master*. C.C. No. 8,622. | - - - | Quebec, 1858 - Wood. | T. McVeagh, Belfast - | Leaky and unmanageable and was run ashore near the harbour of the Island of St. Pierre, Coast of Newfoundland, on the 12th of October 1875. Total. | Inquiry held at Belfast before J. C. O'Donnell, Esq., Stipendiary Magistrate, assisted by Captain J. S. Castle, and Staff Commander H. D. Burney, R.N., as Assessors, on the 3rd, 4th, 5th, and 7th of February 1876. | — | Loss of vessel attributed to the violence of the gale she encountered and to her deck loading. Master justified in beaching his ship. His certificate returned to him. | See Appendix, p. 288. |
| 17. **"Ardclinis,"** S.S., *of Belfast*, 90 Tons. Official No. 63,946. WILLIAM WATSON, *Master*. C.C. No. 101,108. ROBERT SLOAN, *Mate*. C.S. (*as Master*) No. 53,242. | Lloyd's 90 A 1, 11.74 - | Govan, 1870 - Iron. | The Antrim Iron Ore Co., Belfast. | Stranded on the Arklow Bank, on the 4th of October 1875. Partial. | Inquiry held at Dublin before J. W. O'Donnell, Esq., Chief Magistrate of the Dublin Police Courts, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, on the 22nd, 23rd, 25th, and 26th of October 1875. | — | Stranding attributable to want of sufficient care on the part of the Master in navigating his vessel. His certificate suspended for 3 months. Mate admonished to be more careful in the discharge of his duties in future, but his certificate was returned to him. | See Appendix, p. 289. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 18. **"Arriero,"** *of Liverpool,* Brigantine, 166 Tons. Official No. 45,412. ARCHIBALD ROBERTSON, *Master.* C.C. No. 82,108. | Lloyd's 14 A 1, 4.75 - Liverpool, 20 years, in Red, 4.75. | Glasgow, 1862 - Composite. | Messrs. Harrison and others, Liverpool. | Stranded in Church Bay, Rathlin Island, on the 4th of March 1876. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Staff Commander G. H. Forster, R.N., as Assessors, on the 4th, 5th, and 6th of April 1876. | — | Vessel perfectly seaworthy, well found, and equipped. The Court considered it unfortunate that the Master came to anchor in Church Bay with an approaching westerly gale, as the anchorage is considered dangerous in such weather; and after making some remarks, expressive of their doubts as to whether he had not lost an opportunity of getting away whilst on shore on the island, they returned him his certificate. | See Appendix, p. 290. |
| 19. **"Aruba,"** *of Inverness,* Schooner, 113 Tons. Official No. 46,790. DAVID SIMPSON, *Master.* Not certificated. | - - - | Veendam, Holland, 1865. Wood. | J. & D. Simpson, Lossiemouth. | Abandoned about 45 miles S.E. of Tod Head, Kincardineshire, on the 27th of September 1875. Partial. | Inquiry held at Elgin before C. J. Johnstone and G. Hay, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain C. Y. Ward, as Assessors, on the 29th and 30th of October 1875. | — | The Master committed a grave error in judgment in abandoning the ship, for which he was severely reprimanded, and admonished to be more careful in future. | See Appendix, p. 290. |
| 20. **"Astrida,"** *of Pictou, N.S.,* Ship, 1,000 Tons. Official No. 69,413. WILLIAM MCGREGOR, *Master.* C.C. No. 128. (Colonial). | Lloyd's 8 A 1, 4.73 - | New Glasgow, N.S., 1873. Wood. | J. W. Carmichael and others, New Glasgow, N.S. | Stranded near Andresselles, Coast of France, on the 14th of November 1875. Total. | Inquiry held at Gravesend before G. Taylor and J. H. Hatten, Esqrs., Justices of the Peace, assisted by Captain E. Hight, as Assessor, on the 17th and 18th of December 1875. | 9 | Loss of vessel caused by the shifting of the ballast in consequence of the violence of the weather. The Master's certificate returned to him. | See Appendix, p. 291. |
| 21. **"Atalanta,"** *of Greenock,* Ship, 1,116 Tons. Official No. 67,914. WILLIAM BROWN, *Master.* C.C. No. 84,596.<br><br>HENRY ROSS, *Second Mate.* C.C. No. 01,651. | - - - | Richmond, U.S., 1857. Wood. | C. S. Caird, Greenock, and others. | Explosion of coal gas, attended with loss of life, while in Penarth Dock, Cardiff, on the 19th of June 1876. Partial. | Inquiry held at Cardiff before R. O. Jones, Esq., Stipendiary Magistrate, assisted by Captains J. Steele and J. S. Castle, as Assessors, on the 27th, 28th, and 29th of June 1876. | 4 | Explosion caused by the hatches having been put on shortly after the vessel was loaded, and by their having been allowed to remain on, which lead to a great accumulation of gas. Master found in default, and his certificate suspended for 2 years. The Second Mate, who had recklessly struck a light below, was very seriously injured by the explosion, and as the Court were of opinion that no object could be gained by suspending his certificate, they only repri- | See Appendix, p. 291. |

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| **"Athena."** *See* **"Stannington."** | | | | | | | | |
| 22. **"Atlas,"** S.S., *of Hull*, 997 Tons. Official No. 43,757. JOSEPH WING, *Master*. C.C. No. 91,853. JOHN ROBINSON, *Chief Engineer*. C.C. No. 10,683. HENRY FARROW, *Chief Mate*. C.C. No. 31,736. JOHN R. CASTON, *Second Mate*. C.S. No. 70,804. | Liverpool, 18 years, Black, 6.74. | Sunderland, 1861 Iron. | W. Thompson, Kingston-upon-Hull. | Stranded on Wrango Island, in the Cattegat, on the 2nd of October 1875. Total. | Inquiry held at Hull before T. H. Travis, Esq., Police Magistrate, assisted by Captains B. G. W. Nicolas and A. Ronaldson, as Assessors, on the 4th, 5th, 6th, 8th, and 9th of November 1875. | — | Vessel too deeply laden for the time of year. Master in default for neglecting the use of the lead and for not endeavouring to keep the ship off the shore by wearing her, whilst the engines, which had broken down, were being repaired. His certificate suspended for 9 months. The Chief Engineer severely censured for gross blundering in his statements respecting the time necessary to effect the repairs in the engines. Chief Mate censured for serious omissions in the log. Second Mate severely censured for not reporting his having had a cast of the lead. | See Appendix, p. 292. |
| 23. **"Audax,"** *of London*, Brig, 199 Tons, Official No. 45,023, ELISHA DU MARESQ, *Master*. C.C. No. 13,621. | Lloyd's cont. June 1874, 4 A 1, 11.74. | Rye, 1862 - Wood. | E. du Maresq, Liverpool | Foundered about 25 miles N.N.W. of the Island of Brava, Cape Verd Islands, on the 19th of July 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and W. Quiggin, Esq., as Assessors, on the 6th, 7th, and 8th of September 1875. | — | Vessel went to sea on her last voyage apparently in good order and condition. The sudden increase of water in her hold could only be attributed to the opening of her seams or the starting of a butt. As no blame attached to the Master his certificate was returned to him. | See Appendix, p. 294. |
| 24. **"Aurora,"** *of London*, Ship, 1,768 Tons. Official No. 70,640. ADAM JOHNSTON, *Master*. C.C. No. 1,026. | - - - | Greenock, 1874 - Iron. | J. Anderson, London | Burnt in Lat. 39° N., Long. 37° W., on the 9th of August 1875. Total. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Staff Commander G. H. Forster, R.N., and Captain H. Harris, as Assessors, on the 2nd, 3rd, and 4th of September 1875. | — | The cargo, "wool in the grease," took fire from spontaneous combustion. No blame attached to the Owners, Master, or crew. | See Appendix, p. 294. |
| 25. **"Aurora Australis,"** *of Sunderland*, Barque, 457 Tons. Official No. 17,541. FREDERICK MEYER, *Master*. C.C. No. 87,061. | Lloyd's cont., 1870, 9 A 1, 3.74. | Sunderland, 1856 Wood. | J. Rankin and W. Davieson, Sunderland. | Stranded in Tramore Bay, co. Waterford, on the 8th of March 1876. Total. | Inquiry held at Waterford before G. J. Goold, Esq., Stipendiary Magistrate, assisted by Staff Commander H. D. Burney, R.N., and Captain Beasley, as Assessors, on the 24th, 25th, and 27th of March 1876. | — | The Master, who mistook the lights, committed a grave error in judgment in running on recklessly after making a light before he had ascertained with certainty what light it really was. The Court considered him in default for the loss of the vessel, and suspended his certificate for 12 months. | See Appendix, p. 295. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | When and where built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 26. "**Auxiliar,**" *of Falmouth,* Barque, 395 Tons. Official No. 12,368. William Lovering Peake, *Master.* C.C. No. 9,840. | - - - | Southwick, co. Durham, 1853. Wood. | W. Chellew and others, Falmouth. | Abandoned in Lat. 39° 37′ N., Long. 34° 37′ W., on the 9th of February 1876. Total. | Inquiry held at Falmouth before T. Webber and R. R. Broad, Esqrs., Justices of the Peace, assisted by Captains J. Steele and W. Parfitt, as Assessors, on the 7th, 9th, 11th, 14th, and 15th of March 1876. | — | There was not sufficient danger to life to justify the abandonment of the vessel. The Master committed an error in judgment in not persisting in his endeavours to reach Fayal, but as he was feebly supported by his officers and crew, the Court did not consider him in default for the abandonment of the vessel, and returned him his certificate. Ship was seaworthy on leaving Pascagoula, and leak was caused by stress of weather. | See Appendix, p. 296. |
| 27. "**Balbec,**" S.S., *of Glasgow,* 484 Tons. Official No. 1,288. John Alexander Hill, *Master.* C.C. No. 23,908. Thomas Lewis, *Pilot.* | - - | Dumbarton, 1853 Iron. | John Burns, Glasgow, and others. | Collision near the Crosby Lightship, on the 24th of October 1875. No damage. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Rear Admiral R. A. Powell, as Assessors, on the 16th, 17th, and 18th of November 1875. | — | The "*Balbec*" was under compulsory pilotage, and her Master performed his duties efficiently. A haze which crept over the water from the direction in which both vessels were going prevented the "*Balbec*" from seeing the "*William Rawcliffe,*" and probably the fact of the latter being short handed contributed to her fate. It was the duty of the Pilot to regulate the speed of the vessel, which should have been reduced on passing the Crosby Lightship, whence the fog horn was sounding. The certificate of the Master of the "*Balbec*" returned to him. | See Appendix, p. 297. |
| "**William Rawcliffe,**" *of Lancaster,* Schooner, 64 Tons. Official No. 56,945. Henry Robinson, *Master.* Not certificated. | - - - | Ulverston, 1867 Wood. | W. Postlethwaite and others, Ulverston. | Total. | - - - - | 1 | | |
| 28. "**Barbara,**" *of Sunderland,* Brig, 182 Tons. Official No. 2,939. John Robinson, *Master.* | - - - | Sunderland, 1830 Wood. | G. Robinson, Sunderland, and John Crossley. | Last seen off the Corton Light, on 12th March 1876, while on a voyage from Seaham to London, and not afterwards heard of. Total. | Inquiry held at Sunderland before J. Crozier and J. Kidson, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain A. Ronaldson, as Assessors, on the 29th and 31st of May | 6 | Vessel in every respect seaworthy when she left Seaham. There was no evidence before the Court that would enable them to form an opinion as to the cause of the disappearance of the vessel. | See Appendix, p. 297. |

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| 29. **"Bebside,"** S.S., *of Newcastle,* 424 Tons. Official No. 49,634. GEORGE AUGUSTUS JACQUES, *Master.* C.C. No. 16,068. | Lloyd's A 1, 10.75 | - | Low Walker, 1864. Iron. | J. Laing, Newcastle, and another. | Stranded on Whitby Steel Rocks, on the 15th of March 1876. Total. | Inquiry held at Newcastle before H. Milvain and C. H. Young, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 28th and 29th of March 1876. | — | Lost from the accidental breaking of the port tiller chain when near the weather shore, causing vessel to broach to and become unmanageable. The Master's certificate returned to him. | See Appendix, p. 298. |
| **"Biola."** *See* **"Carthaginian."** | | | | | | | | | |
| 30. **"Biscay,"** S.S., *of London,* 572 Tons. Official No. 68,372. WILLIAM STEVENSON, *Master.* C.C. No. 94,392. | Lloyd's 90 A 1, 3.75 | - | Low Walker, 1873. Iron. | H. Nelson, Westoe, co. Durham, and others. | Stranded on the Horn Reef, near the Island of Amrum, Coast of Jutland, on the 7th of October 1875, and subsequently foundered. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Commander H. Knox, R.N., and Captain J. S. Castle, as Assessors, on the 2nd and 3rd of November 1875. | 11 | Sufficient allowance was not made for leeway and current, considering the strong gale which had been blowing since passing the Scaw. (The Master drowned.) | See Appendix, p. 298. |
| 31. **"Boyne,"** S.S., *of London,* 2,084 Tons. Official No. 65,634. R. H. MACAULEY, *Master.* C.C. No. 8,831. | - | - | Dumbarton, 1871 Iron. | The Royal Mail Steam Packet Co., London. | Stranded about ¼ mile S.W. of the Island of Molene, near Ushant, Coast of France, on the 13th of August 1875. Total. | Inquiry held at Southampton before J. H. Cooksey and A. Pegler, Esqrs., Justices of the Peace, assisted by Captains C. E. Pryce and W. Curling, as Assessors, on the 7th, 8th, 9th, 11th, and 15th of October 1875. | 2 | Lost solely through neglect in not using the lead more frequently when approaching Ushant in thick weather. | See Appendix, p. 298. |
| 32. **"Brigadier,"** S.S., *of Newcastle,* 298 Tons. Official No. 7,263. THOMAS HARLEY, *Master.* C.C. No. 1,876. J. B. BARKER, *Chief Engineer.* C.S. No. 2,309. | - | - | Jarrow, 1855 - Iron. | The Tyne Steam Shipping Co., Newcastle. | Cover of high-pressure cylinder blown off, attended with loss of life, about 30 miles S.W. of Whitby, on the 6th of November 1875. | Inquiry held at Newcastle before C. F. Jackson and T. Bell, Esqrs., Justices of the Peace, assisted by R. Murray, Esq., and Captain J. S. Castle, as Assessors, on the 22nd and 23rd of November 1875. | 2 | Accident caused by the breaking of the cast-iron junk-ring of the high-pressure piston, which fractured the cylinder cover. The junk-ring was believed to have been cracked for some considerable time previous to the accident. Owners in fault for not causing a more frequent and careful examination of the piston to be made. The Court recommended that the cast-iron junk-rings in use by the company should be replaced by wrought-iron ones. Chief Engineer in fault for not having examined the piston for nearly three months, and for allowing the engine-room to be left without anyone in charge. He was admonished to be more careful for the future; but his certificate was returned to him. | See Appendix, p. 299. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 33. "**Britannia,**" S.S., *of Leith,* 265 Tons. Official No. 52,880. GEORGE FIGGINS, *Master.* C.C. No. 25,018. WILLIAM BENNET SANDERSON, *Chief Mate.* C.C. (*as Master*) No. 32,065. | - - - | Glasgow, 1866 - Iron. | Donald Currie, Liverpool. | Stranded on the Bar of Holy Island Harbour, on the 19th of October 1875. Total. | Inquiry held at Leith before W. Steven and J. Powrie, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain C. Y. Ward, as Assessors, on the 4th and 5th of November 1875. | — | Lost through stress of weather. Master showed a sound discretion in not continuing his voyage to Newcastle, and was, under the circumstances, warranted in seeking shelter in Holy Island Harbour. Certificates of Master and Mate returned to them. Captain Ward, while concurring in the above finding, was of opinion that it would have been more prudent on the part of the Master had he run for the Firth of Forth for shelter during the night, when he found the gale increasing so much as to render it necessary to ease the engines. | See Appendix, p. 300. |
| 34. "**Brodick Castle,**" *of Glasgow,* Ship, 1,785 Tons. Official No. 71,743. JAMES THYNE, *Master.* C.C. No. 22,156. | Lloyd's 100 A 1, 7.75 - | Whiteinch, 1875 Iron. | T. Skinner, London, and others. | Lost masts, &c. in about Lat. 47° N., Long. 6° W., on the 11th, 12th, and 13th of October 1875. Partial. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and W. H. Turner, Esq., as Assessors, on the 11th, 12th, 13th, and 19th of November 1875. | 1 | Vessel not overladen. The iron, which formed part of her cargo, although stowed in accordance with the usual practice, would, if raised higher, have been less likely to endanger the masts in a seaway. The primary cause of the disaster was the slackness of the rigging, which the Master neglected to have set up before leaving London. As he had been called as a witness his certificate was returned to him; but the Court could not but notice his neglect of an ordinary precaution. The Court were of opinion that vessels of the "*Brodick Castle*" class should have channels or guard boards fitted so as to give greater security to the masts. | See Appendix, p. 300. |
| 35. "**Brother's Pride,**" *of St. John, N.B.,* Barque, 442 Tons. Official No. 54,405. JEREMIAH JOSEPH BROWNELL, *Master.* C.C. No. 258. (Canadian.) JOHN BENTLEY, | - - | St. John, N.B., 1866. Wood. | A. L. Palmer, St. John, N.B., and others. | Stranded on Mad Wharf Bank, near Formby, entrance of the River Mersey, on the 17th of January 1876. Partial. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and Captain T. Beasley, as Assessors, on the 11th, 12th, and 14th of February 1876. | — | Master acquitted of all blame, and his certificate returned to him. Vessel was under the charge of a duly licensed Pilot, who appeared to have mistaken the buoys, and he alone was to blame for the disaster. The Pilotage authorities dismissed the Pilot from the Liverpool Pilotage Service. | See Appendix, p. 301. |

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| 36. "**Calcium,**" S.S., *of Kirkcaldy*, 140 Tons. Official No. 58,421. JOHN HOGG, *Master*. C.C. (*as First Mate*) No. 01,878. | Lloyd's 80 A, 5.73 - Liv. 16 years, in Red, 5.73. | Dublin, 1870 - Iron. | The Kirkcaldy and London Steamship Co., Kirkcaldy. | Stranded on the Goldstone Rock, Coast of Northumberland, on the 3rd of May 1876. Total. | Inquiry held at Kirkcaldy before W. Drysdale and E. Taylor, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain G. Burnett, as Assessors, on the 23rd, 24th, 25th, and 26th of May 1876. | 3 | The Master was justified in taking the passage inside the Farn Islands, as the weather was then clear, and he was watchful and attentive to his duties whilst the ship was in the channel. The Court considered, however, that he committed an error in judgment in not anchoring when the weather became so thick as to prevent his seeing the Farn Lights. He was admonished to be more careful in future, and his certificate, which had been lost in the vessel, was recommended to be renewed. | See Appendix, p. 302. |
| 37. "**Calcutta,**" *of Quebec*, Ship, 1,428 Tons. Official No. 69,609. THOMAS WILLIAM TYRRELL, *Master*. C.C. No. 91,744. | Lloyd's 9 A, 9.75 - Ver. 3/3, G. 1. 1., for 10 years, from 5.74, 9.75. | Point Levis, 1874 Wood. | J. G. Ross, Quebec - | Stranded on Gross Island, Gulf of St. Lawrence, on the 8th of November 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Staff Commander G. H. Forster, R.N., and Captain A. Ronaldson, as Assessors, on the 31st of August and 1st of September 1876. | 23 | Lost through an error in the compasses; an error in estimating the distance run; and through the look-out man having performed his duty inefficiently. The Master, who was one of the five survivors, appeared to have been constantly on deck and attentive to his duties. Loss of life attributed to the insubordination of the crew, and to their having left the vessel against the Master's orders and advice. | See Appendix, p. 302. |
| 38. "**Carthaginian,**" *of Teignmouth*, Brigantine, 146 Tons. Official No. 7,029. ROBERT SAMUEL RUDELL, *Master*. Not certificated. | - - - | Prince Edward Island, 1850. Wood. | G. P. Ward, Teignmouth. | Collision about 8 miles N. by W. of the Smalls, Coast of Pembrokeshire, on the 30th of November 1875, and subsequent abandonment of the "*Carthaginian*." Partial. | Inquiry held at Milford before T. Skone and R. Carrow, Esqrs., Justices of the Peace, assisted by Captain T. Oates and Lieut. T. Brooks, R.N., as Assessors, on the 22nd, 23rd, and 30th of December 1875. | — | The solicitors for the "*Biola*" had advised their clients to absent themselves from the inquiry, and although *primâ facie* the evidence given tended to the conclusion that the collision was caused by the default of the "*Biola*," the Court could not, in the absence of any evidence on her behalf, come to any decided judgment. The abandonment of the "*Carthaginian*" was found to have been justifiable. | See Appendix, p. 302. |
| "**Biola,**" Swedish schooner, JOHN BERGLUND, *Master*. | - - - | Finland, 1870 - Wood. | G. Ahlbom, Hudickswall, Sweden. | Partial. | | — | | |

| Name, &c. of Ship | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 39. **"Catherine and Hannah,"** *of South Shields,* Brig, 237 Tons. Official No. 2,078. ROBERT LAING, *Master.* Not certificated. | - - - | Sunderland, 1827 Wood. | J. R. Walker, South Shields. | Abandoned about 35 miles N.E. of the Spurn Light, on the 14th of October 1875. Total. | Inquiry held at Tynemouth before G. Bell and J. Hedley, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., as Assessor, on the 12th and 13th of November 1875. | — | Vessel made a considerable quantity of water as soon as she met with a double topsail breeze. Had the forepump been in good order and set to work when starboard pump choked, and all possible sail made, she might have been taken into port. As there was a smack in company there could have been no danger to life. Master in default, and had he possessed a certificate it would have been suspended, but as he did not hold one he was ordered to pay 5*l.* towards the costs of the inquiry. | See Appendix, p. 303. |
| 40. **"Celerity,"** *of London,* Schooner, 81 Tons. Official No. 16,702. WILLIAM BROWN, *Master.* C.S. No. 50,347. | Lloyd's Æ 1, 1.75 - | Bill Quay, Durham, 1834. Wood. | W. Brown, Knottingley, Yorkshire. | Stranded in Pakefield Gatway, and subsequently run on shore at Orford Haven, on the 5th of December 1875. Total. | Inquiry held at Goole before T. W. Tew and C. M. Weddall, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle, as Assessor, on the 11th and 12th of January 1876. | | Loss of vessel attributed to her having struck heavily in Pakefield Gatway, which caused her to leak. Master had no alternative but to run her on shore. Striking in Pakefield Gatway caused by an error in judgment on the part of the Master in attempting to pass through the Gatway at a time when he could not depend on seeing the marks or buoys. His certificate returned to him. | See Appendix, p. 303. |
| 41. **"Charles Dickens,"** S.S., *of North Shields,* 647 Tons. Official No. 60,571. WILLIAM KNOTT, *Master.* C.C. No. 22,749. | - - - | Sunderland, 1870 Iron. | J. H. Hill, Sunderland | Struck the groyne of the jetty off the east pier, on entering Boulogne Harbour, on the 6th of November 1875. Total. | Inquiry held at Sunderland before F. Ritson and J. Crozier, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and J. S. Castle, as Assessors, on the 14th and 18th of December 1875. | — | Casualty attributed to an unexpected current running out of the harbour, and not to the default of the Master, whose certificate was returned to him.<br>Captain Nicolas concurred in the acquittal of the Master, but considered that the current was only partially the cause of the disaster, and was of opinion that the steamer must have touched the ground after passing the bar, and consequently did not, at a critical moment, | See Appendix, p. 304. |

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| 42. **"Chesapeake,"** S.S., *of London*, 1,074 Tons. Official No. 63,995. JOHN WHITING, *Master*. C.C. No. 9,076. | - - - | Dundee, 1872 - Iron. | The Mercantile Steam Shipping Co., London. | Stranded on a bank near the mouth of the River Matan, Gulf of St. Lawrence, on the 13th of May 1875. Partial. | Inquiry held at Hull before T. H. Travis, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, from the 27th of January to the 5th of February 1876. | — | Stranding attributed to some very great and unexpected extension of the bank at the mouth of the Matan River. Master's certificate returned to him. Eight of the crew made charges of a serious nature to the Board of Trade against the Master, respecting the navigation of the vessel, &c. On those charges being investigated, and proved unfounded, seven of the men were ordered to pay 5*l.* each towards the expenses of the investigation, and in default 21 days imprisonment. The eighth man was ordered to pay 20*s.* | See Appendix, p. 304. |
| 43. **"Clara,"** Belgian Fishing Smack, — KROOTHOEF, *Master*. | - - | Unknown - Supposed Wood. | Unknown - - | Collision about 30 miles off Lowestoft, on the 7th of January 1876. Total. | Inquiry held at Great Yarmouth before H. Teasdel and A. D. Stone, Esqrs., Justices of the Peace, assisted by Commander H. Knox, R.N., as Assessor, on the 8th and 9th of February 1876. | 5 | Collision occurred through the side lights of the *"Lily of Devon"* not being lighted, for which the Master was much to blame; also from there being only the helmsman on deck. The *"Clara"* not having her masthead light burning may have contributed to the disaster. The Master of the *"Lily of Devon"* found in default, and for his neglect was ordered to pay 5*l.* towards the cost of the inquiry, and in default to be imprisoned for one calendar month. | See Appendix, p. 306. |
| **"Lily of Devon,"** *of Lowestoft*, Dandy, 64 Tons. Official No. 69,828. GEORGE DAVIS, *Master*. Not certificated. | - - - | Galmpton, 1875 Wood. | W. H. Painter, Lowestoft. | Partial. | | — | | |
| 44. **"Claus Heftye,"** *of North Shields*, Barque, 903 Tons. Official No. 65,478. ALEXANDER BOWMAN, *Master*. C.C. No. 22,801. | - - - | Bath, U.S., 1848 Wood. | C. Tate and others, North Shields. | Stranded on the Spillers Rocks, near Cape Bonavista, Coast of Newfoundland, on the 19th of July 1875. Total. | Inquiry held at Tynemouth before J. Wait and G. Bell, Esqrs., Justices of the Peace, assisted by Captain J. Steele and Commander J. F. Prowse, as Assessors, on the 30th and 31st of August 1875. | — | Vessel carefully navigated. Her loss attributed to a long continuance of thick weather and adverse winds. The Master's certificate returned to him. | See Appendix, p. 306. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 45. **"Clifton,"** *of Liverpool,* Barque, 474 Tons. Official No. 57,048. JAMES JACOB, *Master.* C.C. No. 30,253. | Lloyd's cont., July 1875, 3 A 1, 5.75. | Prince Edward Island, 1867. Wood. | J. Ritchie, Liverpool - | Stranded in Crigyll Bay, Coast of Anglesea, on the 3rd of January 1876. Partial. | Inquiry held at Holyhead before R. G. Hughes and T. H. Jones, Esqrs., Justices of the Peace, assisted by Captain A. Ronaldson and Captain E. White, R.N., as Assessors, on the 17th and 19th of January 1876. | — | Stranded through careless navigation on the part of the Master. His certificate suspended for 9 months. | See Appendix, p. 307. |
| 46. **"Clio,"** *of London,* Brigantine, 225 Tons. Official No. 71,407. JOHN DENNIS, *Master.* C.C. No. 10,079. GILBERT WARD, *Mate.* C.C. No. 22,300. | Lloyd's 7 A 1, 4.75 - | Prince Edward Island, 1874. Wood. | A. A. Ellis and A. Kislingbury, London. | Stranded off Clay Head, Isle of Man, on the 24th of September 1875. Total. | Inquiry held at Greenock before W. Neill and D. Anderson, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain C. Y. Ward, as Assessors, on the 12th, 13th, and 14th of October 1875. | 2 | Loss of vessel attributable to stress of weather. Master navigated with care and attention, but committed an error in judgment in standing so long to the N.E. on the 23rd September. No blame attributable to Mate. | See Appendix, p. 307. |
| 47. **"Clutha,"** S.S., *of Glasgow,* 337 Tons. Official No. 50,336. MARK FELDTMAN, *Master.* C.C. No. 100,858. | Lloyd's A A 1, 10.74 - | Glasgow, 1864 - Iron. | W. Sloan & Co., Glasgow. | Collision about 300 yards S.W. of the Beacon Buoy of the Skelmorlie Bank, Firth of Clyde, on the 23rd of December 1875. Slight damage. | Inquiry held at Glasgow before W. MacLean and A. Miller, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and W. Parfitt, as Assessors, on the 21st and 22nd of January 1876. | — | *"Toverŭs"* run down while at anchor by default of the Master of the *"Clutha,"* in not keeping a proper look-out. After the collision he manifested too great a desire to leave the vicinity of the wreck, knowing that there were three men missing belonging to the *"Toverŭs."* His certificate was suspended for 12 months. | See Appendix, p. 308. |
| **"Toveruus,"** Russian barque, 476 Tons. CARL OTTA MALMQUIST, *Master.* | Ver. G. 1. 1., for 6 years, from June 1874, 6.74. | Pargas, 1874 - - Wood. | R. Jansson, Pargas - | Total. | | 2 | | |
| 48. **"Confederate Star,"** *of Newport,* Barque, 412 Tons. Official No. 57,039. DAN. ROACH, *Master.* C.C. No. 12,352. | Lloyd's cont., 1874, 5 A 1, 9.74. | Prince Edward Island, 1867. Wood. | Gething and Sons, Newport, Monmouthshire. | Stranded on the Banks of Norderney Island, Coast of Hanover, on the 9th of November 1875, and subsequently abandoned about 20 miles N.N.W. of the Borkum Light. Total. | Inquiry held at Newport, Monmouthshire, before G. W. Jones and T. P. Wansbrough, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain A. Ronaldson, as Assessors, on the 14th and 15th of December 1875. | — | Stranded through the default of the Master in proceeding recklessly, although unable to identify the lights seen, and in omitting to heave the lead. The abandonment of the vessel was considered a prudent act. The Master's certificate suspended for 9 months. | See Appendix, p. 308. |

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| 49. "**Constance,**" *of Chester,* Schooner, 56 Tons. Official No. 44,048. JAMES MORRISON, *Master.* C.C. No. 12,426. | Lloyd's 12 A 1, 2.69 - | Chester, 1863 - Wood. | W. Sloane, Chester, and others. | Foundered in about Lat. 56° N., Long. 5° E., on the 14th of October 1875. Total. | Inquiry held at Leith before W. Steven and J. Powrie, Esqrs., Justices of the Peace, assisted by Captain C. Y. Ward, as Assessor, on the 10th and 11th of November 1875. | 3 | Foundering primarily owing to stress of weather, accelerated by collision with the brig "*Alecto,*" while that vessel was endeavouring to take off the crew of the "*Constance.*" Vessel left Dantzic in good condition as regards hull and equipment, but was too deeply laden, and cargo shifted in consequence of there having been no shifting boards at the after end of the hold. No blame attributable to Master and crew of the "*Alecto*" for the collision, and the Court directed the notice of the Board of Trade to their humane efforts. | See Appendix, p. 309. |
| 50. "**Coonatto,**" *of London,* Barque, 633 Tons. Official No. 47,320. JOHN EILBECK HILLMAN, *Master.* C.C. No. 31,526. | Lloyd's 14 A 1, 4.75 - | London, 1873 - Composite. | J. Anderson & Co., London. | Stranded at Crowlink Coastguard Station, about 1½ miles to the westward of Beachy Head, on the 21st of February 1876. Total. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Captain E. White, R.N., as Assessors, on the 16th, 17th, and 18th of March 1876. | — | Lost through neglect of the lead and error of judgment on the part of the Master. His certificate suspended for 3 months. | See Appendix, p. 310. |
| 51. "**Copeland Isle,**" *of West Hartlepool,* Barque, 452 Tons. Official No. 42,628. JAMES GIFFORD, *Master.* C.C. No. 10,748. | - - - | Maine, U.S., 1849. Wood. | T. Fawcus, West Hartlepool, and others. | Abandoned off the Skelligs Rocks, Coast of Ireland, on the 4th of May 1875. Partial. | Inquiry held at Newcastle before H. Milvain and J. Burrell, Esqrs., Justices of the Peace, assisted by Lieut. C. S. Broome, R.N., and W. Abbott, Esq., as Assessors, on the 19th, 20th, 21st, and 26th of August 1875. | — | Owners did everything that appeared to them to be right and proper to make the "*Copeland Isle*" seaworthy and fit for her intended voyage, but from some cause, not made clear, she sprang a-leak, but not to such an extent as to justify the cowardly conduct of the crew in harassing the Master and disobeying his orders, which led to the abandonment of the ship. The Master did not show the necessary firmness in the emergency in which he was placed. His certificate returned to him. | See Appendix, p. 310. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of ast Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 52. **"County of Ayr,"** *of Glasgow,* Ship, 499 Tons. Official No. 45,977. ROBERT MCFIE, *Master.* C.C. No. 8,925. CHARLES BENJAMIN SCHROEDER, *Chief Mate.* C.C. No. 31,033. JOHN MULLEN, *Second Mate.* C.C. No. 93,688. | Lloyd's *A A 1, 3.76 | Glasgow, 1863 - Iron. | R. Craig and others, Glasgow. | Stranded on the Arklow Bank, on the 19th of March 1876. Partial. | Inquiry held at Glasgow before J. Brown and W. McOnie, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and C. Y. Ward, as Assessors, on the 7th, 8th, 10th, 11th, 12th, and 13th of April 1876. | — | Stranding attributed to the drunkenness of the Master and Chief Mate. Their certificates suspended for 2 years. | See Appendix, p. 311. |
| 53. **"Courier,"** S.S., *of Aberdeen,* 228 Tons. Official No. 5,305. ALEXANDER GREIG, *Master.* Not certificated. | - | Glasgow, 1850 Iron. | T. Adam, Aberdeen | Stranded on Emanuel Head, Holy Island, on the 7th of October 1875. Total. | Inquiry held at Aberdeen before Sheriff-Substitute J. C. Thompson and Colonel J. Cadenhead, Justice of the Peace, assisted by Rear Admiral R. A. Powell and Lieutenant J. Leeman, R.N.R., as Assessors, on the 25th, 26th, and 27th of October 1875. | — | Drunkenness of Master. Had he held a certificate it would have been suspended, but not being certificated he was ordered to pay 20*l.* towards the costs of the inquiry. | See Appendix, p. 311. |
| 54. **"Crystal Palace,"** *of Beaumaris,* Schooner, 77 Tons. Official No. 646. JOHN EDWARDS, *Master.* Not certificated. | Lloyd's A 1, 4.73 | Milford, 1852 - Wood. | W. Morgan, Hodbarrow, Cumberland, and others. | Stranded on the Hasborough Sand, on the 31st of August 1875. Total. | Inquiry held at Bangor before the Rev. Canon W. Williams and G. W. B. Hughes, Esq., Justices of the Peace, assisted by Captain J. Steele and Rear Admiral R. A. Powell, as Assessors, on the 24th and 25th of September 1875. | 1 | Lost by stress of weather, causing the loss of the binnacle and rendering the compass useless while the vessel was in a dangerous position. Vessel well found and in good order, and Master not in default. | See Appendix, p. 312. |
| 55. **"Cydonia,"** *of Sunderland,* Brig, 264 Tons. Official No. 54,897. WILLIAM HENRY HILDEBRANDT, *Master.* | Lloyd's 10 A 1, 1.72 | Sunderland, 1866 Wood. | J. Morgan, Sunderland | Stranded on a shoal off Dunkirk, Coast of France, on the 14th of January 1876. Total. | Inquiry held at Sunderland before G. R. Booth and A. G. McKenzie, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and R. Wilson, as Assessors, on the 8th and 9th of February 1876. | 1 | Lost by careless and inattentive navigation on the part of the Master, who had indulged in drinking. His certificate suspended for 12 months. | See Appendix, p. 312. |

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| 56. **"D. B. R.,"** *of Glasgow,* Barque, 380 Tons. Official No. 46,023. THOMAS FARREL, *Master.* C.C. No. 33,607. | Lloyd's Æ 1, 12.73 - | Maitland, Hants, N.S., 1862. Wood. | R. Bell, Blyth, and others. | Stranded near Nidingen Lighthouse, in the Cattegat, on the 20th of October 1875. Partial. | Inquiry held at Gravesend before G. Sams and M. A. Troughton, Esqrs., Justices of the Peace, assisted by Lieut. C. S. Broome, R.N., and Captain W. Parfitt, as Assessors, on the 22nd and 23rd of December 1875. | — | Evidence insufficient to enable the Court to form a decided opinion as to the cause of the stranding; but if some of the evidence adduced were to be taken as correct, there was nothing to account for the stranding, except a set towards the shore, not mentioned in the sailing directions. The Master's certificate returned to him. | See Appendix, p. 313. |
| 57. **"Dante,"** S.S., *of London,* 1,132 Tons. Official No. 70,583. JAMES BUCHANAN, *Master.* C.C. No. 30,026.<br><br>WILLIAM GEORGE HAWKINS, *Chief Mate.* C.C. (*as Master*) No. 33,117.<br><br>GEORGE ROSE, *Second Mate.* C.C. (*as Master*) No. 87,813. | Lloyd's 90 A 1, 12.75 - | South Shields, 1874. Iron. | Glover, Brothers, London. | Collision about 20 miles south of the Tuskar Light, on the 30th of December 1875. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Commander H. Knox, R.N., as Assessors, on the 18th, 19th, 20th, and 21st of January 1876. | 22 | The Court considered the version of the collision as given by the "*Grönsvoer*" to be somewhat extraordinary; but as they were assured that proceedings were then pending in the Admiralty Court, they refrained from expressing a decided opinion as to which vessel was in fault, and returned the certificates of the First and Second Mates of the "*Dante.*" With regard to the feeble attempts made to save life, great blame attached to the Master of the "*Grönsvoer.*" | See Appendix, p. 313. |
| **"Grönsvoer,"** Norwegian Barque, 450 Tons. CHRISTIAN EMANUEL NIELSON, *Master.* | Ver. 3/3, for 9 years, from Sept. 1875, 7.76. | Unknown, nearly new. Wood. | Unknown - - | Slight damage - | - - - | — | | |
| 58. **"Darien,"** S.S., *of Liverpool,* 864 Tons. Official No. 45,873. WILLIAM SHAW, *Master.* C.C. No. 26,431. | Liverpool, 15 yrs., Red, March 1873. | West Hartlepool, 1863. Iron. | J. F. Mansergh and others, Liverpool. | Stranded on the Causeway Shoal, Cardigan Bay, on the 18th of December 1875. Partial. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Rear Admiral R. A. Powell, as Assessors, on the 3rd, 4th, and 5th of January 1876. | — | The Master gravely in default in the navigation of his vessel. His conduct in not making continued use of the lead after 8 p.m. on the 17th of December was also considered inexcusable. His certificate suspended for 6 months. | See Appendix, p. 314. |
| **"David and Ann."** *See* **"Queen."** | | | | | | | | |
| 59. **"Daylight,"** *of Sunderland,* Barque. 329 Tons. Official No. 47,670. JAMES CHRISTOPHER REED, *Master.* C.C. No. 91,589. | Lloyd's 10 A 1, 8.75 - | North Hylton, co. Durham, 1870. Wood. | Messrs. Rowell, Sunderland. | Stranded at Minet-el-Kassab, near Latakia, Coast of Syria, on the 29th of November 1875. Total. | Inquiry held at Sunderland before G. R. Booth and F. Ritson, Esqrs., Justices of the Peace, assisted by Captain J. Steele and Lieut. C. S. Broome, R.N., as Assessors, on the 28th and 29th of February 1876. | — | Lost through the culpable neglect of the Master in the navigation of his vessel. His certificate suspended for 9 months. | See Appendix, p. 314. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 60. "**Duchess of Sutherland**," S.S., *of London*, 446 Tons. Official No. 60,975. JAMES ALEXANDER BEAUMONT, *Master*. C.C. No. 4,700. | - - - | Hebburn, co. Durham, 1869. Iron. | The London and North-Western Railway Co., London. | Collision in Holyhead Harbour, on the 8th of September 1875. Partial. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Commander H. Knox, R.N., as Assessors, on the 30th of September, and the 1st, 2nd, 4th, and 6th of October 1875. | — | Collision caused by the Master of the "*Edith*" pursuing a wrong course whilst leaving harbour. The Court took into consideration his brave conduct after the disaster, and suspended his certificate for 3 months only. No. ground for any charge of inefficiency as to the condition and equipment of the "*Edith's*" boats. | See Appendix, p. 315. |
| "**Edith**," S.S., *of London*, 442 Tons. Official No. 63,663. RICHARD OWEN, *Master*. C.C. No. 18,033. | Liverpool, 20 years in Red, 9.70. | Hebburn, co. Durham, 1870. Iron. | The London and North-Western Railway Co., London. | Total - - - | - - - | 2 | | |
| 61. "**Dunraven**," S.S., *of London*, 1,044 Tons. Official No. 68,402. EDWARD RICHARD CARE, *Master*. C.C. No. 88,154. | Liverpool, 18 years, Red, 4.73. | Low Walker, 1873. Iron. | Watts, Milburn, & Co., Newcastle. | Stranded on the Shaab Mahmoud Reef, Straits of Jubal, on the 25th of April 1876. Total. | Inquiry held at South Shields before A. Yorke, Esq., Stipendiary Magistrate, assisted by Staff Commander G. H. Forster, R.N., and Captain A. Ronaldson, as Assessors, on the 1st, 2nd, and 3rd of June 1876. | — | Lost through negligent navigation on the part of the Master. His certificate suspended for 12 months. | See Appendix, p. 315. |
| 62. "**Dunsany**," S.S., *of Newcastle*, 525 Tons. Official No. 70,250. WILLIAM FERGUSON ADAMS, *Master*. C.C. No. 85,151. | Lloyd's 90 A 1, 3.76 - | Low Walker, 1876. Iron. | J. Reay, Newcastle, and R. B. Fenwick. | Foundered at the entrance to the River Humber, on the 14th of April 1876. Total. | Inquiry held at Newcastle before H. Milvain and J. Burrell, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 2nd, 3rd, and 4th of May 1876. | 4 | Lost in consequence of the shifting of cargo, caused by the violence of the wind and sea. The Master exonerated from all blame, and his certificate returned to him. The "*Dunsany*" was fitted with Price's self-trimming hatches, and the Court suggested that where these hatches are used, a strong set of shifting boards ought also to be used. | See Appendix, p. 316. |
| 63. "**Eagle**," *of South Shields*, Barque, 949 Tons. Official No. 26,027. JOHN OATWAY, *Master*. C.C. No. 31,696. | - - - | St. John, N.B., 1851. Wood. | J. Wilson, South Shields, and others. | Abandoned in Lat. 38° 26′ N., Long. 14° 21′ W., on the 2nd of December 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Rear Admiral R. A. Powell, as Assessors, on the 30th and 31st of December 1875, and the 1st of January 1876. | — | The Court had no reason for doubting the seaworthiness of the vessel when she left Leith Roads in November 1875; but they were led to conclude that there must have been a material weakness in the ship, notwithstanding the extensive repairs which she received in October 1874, after the stranding in the St. Lawrence. As the crew insisted on leaving the ship the Master was not blamed for her abandonment. The Court regretted that means were not taken to admit to the pumps the water which had got into the forehold by the bow ports and alarmed the crew. The Master's certificate returned to him. | See Appendix, p. 317. |

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| Barque, 979 Tons. Official No. 15,657. JOHN DOW, *Master*. C.C. No. 14,484. | | | | rence, on the 16th of May 1875. Partial. | pendiary Magistrate, assisted by Rear Admiral R. A. Powell and Captain T. Beasley, as Assessors, on the 3rd, 4th, 6th, and 7th of December 1875. | | an error in calculation. As the Master was considered to have committed an error in judgment only, his certificate was returned to him. | |
| 65. "**Eastella,**" S.S., *of Hull*, 627 Tons. Official No. 65,320. CHARLES NEUBAUER, *Master*. C.C. No. 33,467. | Lloyd's 90 A 1, 7.75 - | Sunderland, 1871 Iron. | S. B. Jackson, Hull, and others. | Stranded on the Long Sand, off the Coast of Essex, on the 16th of December 1875. Partial. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captains H. Harris and G. T. Holt, as Assessors, on the 3rd and 4th of February 1876. | — | From want of evidence the Court could come to no satisfactory conclusion as to the cause of the ship's stranding on the Long Sand. The Master's certificate returned to him. | See Appendix, p. 318. |
| 66. "**Eastham,**" *of North Shields*, Barque, 639 Tons. Official No. 45,897. DAVID TURPIE, *Master*. C.C. No. 94,611. | - - - | Maine, U.S., 1856. Formerly the "*Bird of Paradise.*" Foreign name "*Henrietta.*" Wood. | J. Turpie, North Shields | Abandoned in Lat. 49° 14′ N., Long. 36° 14′ W., on the 15th of September 1875. Total. | Inquiry held at Tynemouth before J. Green and G. Cleugh, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain W. Curling, as Assessors, on the 20th and 21st of October 1875. | — | Became water-logged through stress of weather and deck cargo getting adrift. Master justified in abandoning his ship, and his certificate returned to him. | See Appendix, p. 318. |
| "**Edith.**" *See* "**Duchess of Sutherland.**" | | | | | | | | |
| 67. "**Eleanor Wheatley,**" *of Newport*, Brigantine, 112 Tons. Official No. 68,205. JOHN JONES, *Master*. C.C. No. 93,121. | Ver. 5/6, G. 1. 1., for 3 years, from March 1873, 3.73. | Christinehamn, 1852. Foreign name "*Samoset.*" Wood. | T. R. Rees, Newport, Mon. | Abandoned in Lat. 47° 30′ N., Long. 8° W., on the 6th of November 1875. Total. | Inquiry held at Newport, Monmouthshire, before G. W. Jones and G. B. Gething, Esqrs., Justices of the Peace, assisted by Captain J. Steele and Captain E. White, R.N., as Assessors, on the 25th and 26th of November 1875. | — | Leak caused by the oakum, which had been loosened in seams by planks shrinking whilst vessel was lying light in Lisbon, having been further loosened and worked out when vessel was struck by a sea, and laboured heavily. Leakage which led to abandonment might have been prevented had a careful inspection of her top sides been made during the voyage. The Master acquitted of default, but the Court, in returning him his certificate, assured him that had he been in command of the vessel from the time of her leaving Cardiff, they would have had seriously to consider whether his certificate should not have been suspended. | See Appendix, p. 318. |
| 68. "**Eleonore,**" *of Bristol*, Barque, 674 Tons. Official No. 59,976. WHINFIELD HENRY STEPHEN MCMILLAN, *Master*. C.C. No. 19,806. | Ver. 3/3, A. 1. 1., for 8 years, from Oct. 1871, 10.75. | Quebec, 1870 - Wood. | E. C. Cummins and R. H. Marten, Bristol. | Abandoned in the Bay of Biscay, on the 12th of November 1875. Total. | Inquiry held at Bristol before H. J. Mills and G. Wills, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain A. Ronaldson, as Assessors, on the 9th, 10th, and 11th of December 1875. | — | Vessel prematurely abandoned. The Master's certificate suspended for 4 months. The Nautical Assessors, while concurring in the above finding, made a separate report, stating that they were of opinion that the "*Eleonore*" was overladen. | See Appendix, p. 319. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 69. "**Elgin,**" *of Leith,* Brigantine, 311 Tons. Official No. 49,107. JAMES YOUNG TOMS, *Master.* C.C. No. 25,120. | - - - | Pictou, N.S., 1865. Wood. | J. Grant, Leith, and others. | Stranded close to Melvich Point, Eriskay Sound, Hebrides, on the 10th of June 1876. Total. | Inquiry held at Leith before Y. Pentland and T. Wilkie, Esqrs., Justices of the Peace, assisted by Captain C. Y. Ward, as Assessor, on the 20th and 21st of July 1876. | — | Stranding attributed to an error in judgment on the part of the Master in estimating his distance from Barra Head. As he had been carefully anxious concerning the safety of his vessel, and bore the character of a careful and attentive Master, the Court returned him his certificate. | See Appendix, p. 320. |
| 70. "**Elizabeth,**" *of Whitby,* Brig, 168 Tons. Official No. 8,908. ANDREW GATENBY, *Master.* Not certificated. | - - - | Bridport, 1840 - Wood. | T. Turnbull and others, Whitby. | Leaky and unmanageable, and was run on shore at Salthouse, Coast of Norfolk, on the 19th of November 1875. Total. | Inquiry held at Whitby before R. Hill and E. Corner, Esqrs., Justices of the Peace, assisted by Captain A. Ronaldson, as Assessor, on the 6th of January 1876. | 5 | Vessel perfectly seaworthy on sailing, but considering the violence of the gale, and the high sea, which rendered her leaky and unmanageable, the Master was justified in running her on shore. | See Appendix, p. 321. |
| 71. "**Ellen Owen,**" *of Aberystwith,* Brigantine, 131 Tons. Official No. 17,349. ENOCH THOMAS, *Master.* C.S. No. 53,589. | Lloyd's cont., 1869, 8 A 1, 3.74. | Runcorn, 1857 - Wood. | E. Thomas and others, New Quay, Cardiganshire. | Stranded on the Smalls Rocks, off the Coast of Pembrokeshire, on the 27th of April 1876. Total. | Inquiry held at Milford before T. Skone and R. Carrow, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and W. Parfitt, as Assessors, on the 23rd and 24th of May 1876. | — | Lost through not making sufficient allowance for the great strength of the tides in the locality of the Smalls. As the Master was considered to have committed an error in judgment only, he was admonished to be more careful in future, but his certificate was returned to him. | See Appendix, p. 321. |
| 72. "**Ellen Southard,**" American ship, 828 Tons. HENRY WOODWORTH, *Master.* | - | Richmond, Maine, U.S., 1863. Wood. | T. J. Southard & Son, Richmond, Maine, U.S. | Stranding of the "*Ellen Southard*" on the Jordan Flats, on the 26th of September 1875, and subsequent capsizing of the Liverpool Lifeboat No. 1. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Commander H. Knox, R.N., and Captain C. E. Pryce, as Assessors, from the 18th to the 22nd of October 1875. | 12 | Loss of "*Ellen Southard*" attributed to a peril of the sea, arising from heavy gale. No blame attached to anyone. | See Appendix, p. 322. |
| **Liverpool Lifeboat, No. 1,** Lugger, JAMES MARTIN, *Coxswain.* | - | 1870 Galvanized steel. | The Mersey Dock and Harbour Board. | Partial. | - - - | 3 of Lifeboat's crew, and 7 of crew, Master's wife, and Pilot of "*Ellen Southard.*" | Casualty to the lifeboat attributed solely to the extraordinary and frightful nature of the sea, and not to any inherent fault in the boat, nor to the setting of the sail. | |

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| 73. **"Emily,"** *of Goole,* Ketch, 57 Tons. Official No. 58,723. MICHAEL QUIGLEY, *Master.* Not certificated. | Lloyd's 11 A 1, 9.73 - | Knottingley, 1867. Wood. | W. Denton, Potter Newton, Yorkshire, and others. | Foundered about 5 miles N.N.W. of the west point of Goeree, Coast of Holland, on the 4th of August 1875. Total. | Inquiry held at Goole before J. Beachell and B. Shaw, Esqrs., Justices of the Peace, assisted by W. Abbott, Esq., and Captain E. White, R.N., as Assessors, on the 9th, 10th, and 11th of September 1875. | — | Lost by the improper and unsafe way in which the cargo, consisting of old iron rails, was stowed. Vessel left on her last voyage in an unseaworthy condition from that cause. Master justified in leaving his ship when he did. | See Appendix, p. 322. |
| 74. **"Emily,"** *of South Shields,* Barque, 978 Tons. Official No. 44,686. JAMES RIDDELL, *Master.* C.C. No. 14,202. ANDREW ANDERSON, *Mate.* C.C. No. 16,512. | - - - | Boston, U.S., 1850. Foreign name *"Moses Wheeler."* Wood. | R. Stoker, Liverpool, and others. | Stranded on Tod Point, near the Tees Breakwater, on the 5th of February 1876. Total. | Inquiry held at South Shields before J. A. Yorke, Esq., Stipendiary Magistrate, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 20th of March, the 27th, 28th, and 29th of April, and the 1st of May 1876. | — | Lost through the drunkenness of the Master and Chief Mate. The Master's certificate cancelled, the Mate's suspended for 6 months. | See Appendix, p. 323. |
| 75. **"Emma L. Oulton,"** *of Ardrossan,* Barque, 660 Tons. Official No. 64,553. JOHN MCKENZIE, *Master.* C.C. No. 85,689. | Lloyd's 7 A 1, 9.75 - | Sackville, N.B., 1851. Wood. | H. Hogarth and others, Ardrossan. | Foundered in Lat. 37° N., Long. 60° 30′ W., on the 12th of March 1876. Total. | Inquiry held at Ardrossan before J. L. Bailey and W. Aitken, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain C. Y. Ward, as Assessors, on the 2nd, 3rd, and 4th of May 1876. | 6 | As the loading of the vessel was completed in 16 hours, there could not have been time to stow the cargo properly. She was, however, loaded under the rules of the Port of Baltimore. A great error was committed, after the cargo settled down, in not filling up the hold with 70 bags of grain, which had been stowed on the poop for that purpose. The masts ought to have been cut away, and had the Master been on deck on the night of the 11th of March, he would have seen that the vessel was settling down. When he found his vessel settling down next day he was seized with a panic, and to this cause was attributed his "unofficerlike" conduct in leaving his vessel with 12 men on board. For these several defaults his certificate was suspended for 2 years. | See Appendix, p. 323. |
| 76. **"Englishman,"** *of Fleetwood,* Schooner, 129 Tons. Official No. 45,346. PATRICK COADY, *Master.* C.C. No. 94,350. | Lloyd's cont., Sept. 1873, 6 A 1, 5.73. | Glasson Dock Co., Lancaster, 1864. Wood. | J. Carter, Fleetwood, and others. | Stranded on the North Rock, near Cloghy, co. Down, on the 13th of February 1876. Partial. | Inquiry held at Belfast before E. Orme, Esq., Stipendiary Magistrate, assisted by Staff Commander H. D. Burney, R.N., and Captain J. S. Castle, as Assessors, on the 1st, 2nd, 3rd, and 4th of March 1876. | — | Stranded through improper and careless navigation on the part of the Master. His certificate suspended for 6 months. | See Appendix, p. 324. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 77. "**Eumenides,**" *of Glasgow,* Ship, 1,200 Tons. Official No. 50,358. ABEL BEARD, *Master.* C.C. No. 9,566. WILLIAM MAGEE, *Second Mate.* C.C. No. 98,185. | Lloyd's cont., 1872, 5 A 1, 4.75. | Quebec, 1864 - Wood. | R. Robbins, Kenilworth, Warwickshire. | Abandoned in about Lat. 50° 25′ N., Long. 14° 40′ W., on the 12th of March 1876. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Staff Commander G. H. Forster, R.N., as Assessors, on the 30th and 31st of March 1876. | 13 | Vessel left port on her last voyage in good, seaworthy condition. Her loss attributed to the perils of the seas. Second Mate justified in abandoning her (The Master and Chief Mate drowned). | See Appendix, p. 325. |
| 78. "**European,**" S.S., *of Liverpool,* 1,720 Tons. Official No. 49,738. CHARLES AUGUSTUS SIBTHORPE, *Master.* C.C. No. 23,432. WILLIAM TAYLOR, *Pilot.* | - - | Waterford, 1866 Iron. | H N. Hughes, Liverpool. | Stranded off the north pier of the entrance to the Morpeth Dock, Birkenhead, River Mersey, on the 18th of October 1875. Partial. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains H. Harris and C. E. Pryce, as Assessors, on the 4th of November 1875 and other days | — | No blame attached to Master, as vessel was in charge of a Pilot accustomed to dock vessels. No notice had been given to the dock authorities of the intention to dock the "*European.*" It was much to be regretted that the Pier-master, on ascertaining her draught of water, did not at once in explicit terms intimate to the Pilot that the vessel could not dock on that tide. The casualty would have been avoided had a decisive order, refusing to dock her, been given at once on her arrival off the dock entrance. The Master's certificate returned to him. | See Appendix, p. 325. |
| "**Express.**" *See* "**Wansbeck,**" S.S. | | | | | | | | |
| 79. "**Fay,**" S.S., *of Glasgow,* 34 Tons. Official No. 68,096, JAMES WHITE, *Master.* Not certificated. | - - | Maryhill, co. Lanark, 1874. Iron. | R. Munro, Glasgow - | Foundered off Clacharg Point, Isle of Arran, on the 27th of September 1875. Total. | Inquiry held at Glasgow before A. Miller and R. Paterson, Esqrs., Justices of the Peace, assisted by Captain C. Y. Ward and R. Murray, Esq., as Assessors, on the 18th, 19th, and 20th of October 1875. | 2 | Foundered from stress of weather. Vessel, from her construction, was unfit for sea voyages. The iron bulkheads were not watertight and she was too deeply laden for any but river navigation. She was also insufficiently manned, and provision ought to have been made for carrying a small boat on deck with safety. As several vessels of the "*Fay*" class were in the habit of crossing the Irish Channel at all seasons of the year in a dangerously deep condition, the Court considered it their duty to draw the attention of the Board of Trade to this dangerous practice. | See Appendix, p. 326. |

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| 80. **"Finchale,"** S.S., *of Sunderland,* 549 Tons. Official No. 62,526. CHARLES MEW, *Master.* C.C. No. 15,989. CHARLES KEDGLEY, *Mate.* C.C. (*as Master*) No. 85,936. | Lloyd's A c l, 1.76 - | Sunderland, 1869 Iron. | H. T. Norton, Biddick Hall, co. Durham, and W. Wylde. | Collision in Sea Reach, River Thames, on the 16th of February 1876. Slight damage. | Inquiry held at Sunderland before J. J. Kayll and J. N. Wilson, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 23rd and 24th of March 1876. | — | The Master of the "*Finchale*" not to blame. Both he and his Mate did all they could to avoid the collision. Their certificates returned to them. (The Master of the "*John Pegg*" drowned.) | See Appendix, p. 326. |
| **"John Pegg,"** *of Carnarvon,* Schooner, 97 Tons. Official No. 21,267. ROBERT WILLIAMS, *Master.* Not certificated. | Lloyd's restd., 1875, 5 A 1, 6.75. | Conway, 1858 - Wood. | R. Pritchard, Carnarvon. | Total. | - - - - | 5 | | |
| 81. **"Flying Squall,"** S.S., *of Glasgow,* 23 Tons. Official No. 63,839. WILLIAM REID, *Master.* Not certificated. | - - - | South Shields, 1871. Iron. | J. P. Kidston, Glasgow, and others. | Collision off Cumbrae Head, Firth of Clyde, on the 12th of August 1875. Slight damage. | Inquiry held at Greenock before J. J. Grieve and W. Ross, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle and Captain E. White, R.N., as Assessors, on the 21st, 22nd, 23rd, and 24th of September 1875. | — | Master of "*Flying Squall*" should have kept out of the way of the "*S. M. C.*," but had the latter vessel ported her helm in sufficient time a collision might have been avoided. Conduct of the Master of the "*Flying Squall*" highly blameworthy for not immediately lowering a boat to render assistance to any of the crew of the "*S. M. C.*" who might have been in the water when that vessel sank. (The Master of the "*S. M. C.*" drowned.) | See Appendix, p. 327. |
| **"S. M. C.,"** *of Padstow,* Schooner, 84 Tons. Official No. 53,007. SAMUEL TRETHAWAY, *Master.* Not certificated. | - - - | Gannell, Cornwall, 1866. Wood. | N. Lewarne, St. Columb Minor, Cornwall, and others. | Total. | - - - - | 3 | | |
| 82. **"Forth,"** S.S., *of London,* 310 Tons. Official No. 17,690. EDWIN HALFPENNY, *Master.* C.C. No. 100,267. | - - - | Glasgow, 1855 - Iron. | The General Steam Navigation Co., London. | Stranded near Maassluis, mouth of the new waterway, Coast of Holland, on the 8th of November 1875. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Lieut. C. S. Broome, R.N., as Assessors, on the 7th, 8th, and 9th of December 1875. | — | Vessel carefully navigated. As the weather was threatening it was desirable to get into a place of safety as soon as possible, and the Master decided on attempting the narrow channel, the Mate having been frequently through it. At the moment of entering the piers the leading lights became obscured, or the vessel would have cleared in safety. Her loss attributed to a misadventure rather than to any imprudence on the part of the Master, whose certificate, which had been lost in the vessel, was recommended to be renewed. | See Appendix, p. 327. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 83. **"Frascati,"** S.S., *of South Shields*, 311 Tons. Official No. 69,859. JOHN MALCOLM, *Master*. C.C. No. 81,719. JOHN COULTHART, *Mate*. C.S. (*as Master*) No. 74,569. GEORGE HENRY RICKETTS, *Engineer*. C.C. No. 12,647. | Lloyd's 90 A 1, 3.75 - | South Shields, 1875. Iron. | W. Dansey, London - | Stranded off the Island of Tevennec, Coast of Finistère, France, on the 6th of January 1876. Total. | Inquiry held at Southampton before J. H. Cooksey and A. Pegler, Esqrs., Justices of the Peace, assisted by Captain W. Parfitt and Captain E. White, R.N., as Assessors, on the 25th and 26th of January 1876. | — | Master in default in neglecting to ascertain the ship's position by cross bearings, and in verifying the deviation of his compasses, given him as far back as March 1875. His certificate suspended for 4 months. The Mate and Engineer gravely censured for pushing off from the ship, with the greater part of the crew in the quarter boat, without first assisting the Master and the others to get out the larger and heavier boat. | See Appendix, p. 328. |
| 84. **"Fred. Thomson,"** *of Dundee*, Brig, 246 Tons. Official No. 60,781. LESLIE DUNCAN, *Master*. C.C. No. 87,672. | Lloyd's 9 A 1, 1.74 - | Dundee, 1868 - Wood. | W. Thomson, Dundee - | Stranded near Rye, on the 22nd of January 1876. Partial. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captains H. Harris and G. T. Holt, as Assessors, on the 8th and 9th of February 1876. | — | Stranded through the unskilful navigation of the Master. His certificate suspended for 3 months. | See Appendix, p. 329. |
| 85. **"George Smith,"** *of Sunderland*, Snow, 228 Tons. Official No. 2,724, JOSEPH MARSHALL, *Master*. Not certificated. | - - - | Sunderland, 1845 Wood. | W. Eggleston, Monkwearmouth, and others. | Abandoned near the Sunk Sand, mouth of the River Thames, on the 20th of November 1875. (Afterwards drifted ashore on the Coast of France.) Total. | Inquiry held at Sunderland before G. R. Booth and A. McKenzie, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and J. S. Castle, as Assessors, on the 16th and 17th of December 1875. | — | Primary cause of loss of the vessel was the parting of the cables, combined with the subsequent serious damage received by collision with another vessel. Ship not prematurely abandoned. | See Appendix, p. 329. |
| 86. **"Georgian,"** S.S., *of Liverpool*, 712 Tons. Official No. 65,958. JOHN FORBES, *Master*. C.C. No. 82,712. DONALD NELSON, *Chief Engineer*. C.C. No. 6,877. | Liverpool 18 years, Red, 10.75. | Sunderland, 1872 Iron. | E. McAndrew, Liverpool. | Sank in the East Dock, Cardiff, on the 20th of October 1875. Partial. | Inquiry held at Cardiff before R. O. Jones, Esq., Stipendiary Magistrate, assisted by Lieutenant Brooks, R.N.R., and G. Carlisle, Esq., C.E., as Assessors, on the 5th of November 1875. | — | Sank in consequence of the removal of the circulating pump, and through the imperfect closing of the main discharge valve. Chief Engineer in default. His certificate suspended for 6 months. | See Appendix, p. 329. |

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| 87. "**Gitana,**" S.S., *of West Hartlepool,* 395 Tons. Official No. 12,885. WILLIAM WHISSON FLAXMAN, *Master.* C.C. No. 88,094. | - - - | North Shields, 1855. Iron. | C. M. Webster, Sunderland. | Stranded near the Island of Hono, in the Cattegat, on the 13th of December 1875. Total. | Inquiry held at West Hartlepool before W. Gray and E. S. Jobson, Esqrs., Justices of the Peace, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, on the 14th and 15th of January 1876. | — | Stranded through the default of the Master in attempting to navigate the Cattegat in thick and foggy weather, without using the lead. His certificate suspended for 3 months. | See Appendix, p. 330. |
| 88. "**Glannibanta,**" S.S., *of Newcastle,* 535 Tons. Official No. 70,236. WILLIAM RICHES, *Master.* Not certificated. | Lloyd's 90 A 1, 7.75 - | Sunderland, 1875 Iron. | J. Bell, Newcastle-on-Tyne. | Collision at the entrance of the River Tyne, on the 31st of August 1875. No damage. | Inquiry held at South Shields before J. L. Hall and E. Moore, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain C. E. Pryce, as Assessors, on the 21st and 23rd of September 1875. | — | Collision caused by the anchoring of the "*Second Adventure*" within the fairway channel of vessels leaving the harbour, and the want of a sufficient look-out on board of the "*Glannibanta.*" There was not that exertion made to save life that there ought to have been. The Master of the "*Glannibanta*" found in default, and had he held a certificate it would have been suspended, but as he was not certificated, he was ordered to pay 5*l.* towards the costs of the inquiry. | See Appendix, p. 330. |
| "**Second Adventure,**" *of Lynn,* Dandy, 22 Tons. Official No. 11,790. SPILMAN WOODHOUSE, *Master.* Not certificated. | - - | Yarmouth, 1827 Wood. | W. Allen, Thornham, Norfolk. | Total. | - - - | 2 | | |
| 89. "**Glenaray,**" *of Glasgow,* Barque, 661 Tons. Official No. 60,417. JOHN DARG, *Master.* C.C. No. 6,074. JOHN BARRIE, *Chief Mate.* C.C. No. 25,968. | Lloyd's *A A 1, 4.75 - | Dumbarton, 1869 Iron. | J. Spence, Melbourne - | Stranded at Blackgang Chine, near St. Catherine's Point, Isle of Wight, on the 29th of February 1876. Total. | Inquiry held at Newport, Isle of Wight, before H. P. Gordon and A. R. De Horsey, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and W. Curling, as Assessors, on the 10th and 11th of March 1876. | 1 | Immediate cause of loss of vessel was an insufficient use of the lead, with inattention to the warning given by St. Catherine's fog horn, and want of skill or care to extricate the ship from her dangerous position. Master and Chief Mate found in default. Master's certificate suspended for 6 months; Chief Mate's for 3 months. The Court wished to place on record their opinion of the impropriety of the ship not having had a qualified Second Mate during the passage from Adelaide to England. | See Appendix, p. 331. |
| 90. "**Globe,**" *of Whitby,* Brig, 200 Tons. Official No. 22,269. JOSEPH SHAW, *Master.* C.S. No. 47,050. | - - - | Sunderland, 1838 Wood. | W. Falkingbridge, Whitby, and others. | Stranded abreast of Whitby High Lights, on the 7th of August 1875. Total. | Inquiry held at Whitby before C. Richardson and A. W. English, Esqrs., Justices of the Peace, assisted by Captain E. White, R.N., and W. Abbott, Esq., as Assessors, on the 7th and 8th of September 1875. | — | Vessel well found and in good condition for her intended voyage. She appeared also to have been well navigated up to making Whitby Lights. When the wind fell light, and ship lost steerage way, Master committed a grave error in judgment in not letting go his second anchor when he found his first anchor would not hold. Had he taken a cast of the lead it would have warned him of his danger. He was severely censured, but his certificate was returned to him. | See Appendix, p. 331. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 91. "**Goldfinder,**" *of Belfast,* Schooner, 77 Tons. Official No. 47,185. HENRY MCCALLUM, *Master.* Not certificated. | - - - | Holland, 1847, foreign name "*Antze Witsenberg.*" Wood. | T. McVeagh, Belfast | Left Ayr on the 13th of November 1875, bound for Belfast, and not afterwards heard of. Total. | Inquiry held at Belfast before J. C. O'Donnell, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and Captain A. Ronaldson, as Assessors, on the 27th, 28th, 29th, and 30th of March 1876. | 5 | The Court were of opinion that the vessel foundered soon after leaving the Port of Ayr, and that the causes of her foundering were meeting with bad weather when she was very deep in the water, owing to overloading, and having some tons of loose coal on deck. The owner appeared to have done all that was necessary to send his ship to sea in a seaworthy condition. (The Master drowned.) | See Appendix, p. 332. |
| 92. "**Gondola,**" *of Cape Town,* Ship, 407 Tons. Official No. 11,070. WILLIAM BARRON, *Master.* C.C. No. 18,600. HENRY PICKERILL, *Mate.* C.C. (*as Master*) No. 32,000. JAMES LILBURN, *Licensed Pilot.* | - - - | London, 1857 - Composite. | Anderson and Murison, Cape Town. | Stranded in Holy Island Harbour, on the 14th of November 1875. Total. | Inquiry held at Berwick-on-Tweed before A. Thompson, Esq., Mayor, and R. Forster, Esq., Justice of the Peace, assisted by Captains G. Burnett and W. Parfitt, as Assessors, on the 30th of November 1875. | — | Loss of ship appeared to have arisen from the Pilot not mooring her properly, and not remaining on board while she was in Holy Island Harbour. Master and Mate reprimanded for not using their utmost exertions to extricate the ship from her critical position by communicating with the tug, which was in attendance, with a view to assist in carrying out a second anchor. | See Appendix, p. 332. |
| 93. "**Govan,**" S.S., *of Glasgow,* 311 Tons. Official No. 63,878. COLL MCDONALD, *Master.* C.C. No. 101,646. (Home Trade.) JOHN MCGUIRE, *Second Mate.* C.C. (*as Master*) No. 11,573. | Lloyd's 100 A 1, 8.75 - | Dumbarton, 1872 Iron. | J. M. Thomson, Glasgow. | Stranded on the Swadman Reef, Farn Islands, on the 29th of July 1875. Partial. | Inquiry held at Leith before J. Watt and W. Stevens, Esqrs., Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain C. Y. Ward, as Assessors, on the 17th and 18th of August 1875. | — | Stranded principally owing to the negligence of the Second Mate, who was in charge at the time. His certificate suspended for 9 months. The Master, who could not be altogether exonerated from blame was reprimanded. | See Appendix, p. 333. |

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| 94. **"Gozo,"** S.S., *of Hull*, 783 Tons. Official No. 60,121. JOSEPH BISSETT, *Master*. C.S. No. 74,439. | - - - | Kingston-upon-Hull, 1868. Iron. | C. H. and A. Wilson, Hull. | Stranded on the Hendon Rock, near Sunderland, on the 3rd of July 1875. Partial. | Inquiry held at Newcastle before J. Burrell and C. F. Jackson, Esqrs., Justices of the Peace, assisted by Captain J. Steele and Commander J. F. Prowse, R.N., as Assessors, on the 2nd of August 1875. | — | Stranded through the default of the Master, in not using the lead, and omitting to make due allowance for the strong spring flood tides. His certificate suspended for 6 months. | See Appendix, p. 333. |
| 95. **"Gratitude,"** *of Shields*, Brig, 288 Tons. Official No. 11,592. GEORGE CRAM, *Master*. C.S. No. 36,455. WILLIAM GRAHAM, *Mate*. C.C. (*as Master*) No. 18,417. | Lloyd's Æ 1, 9.74 - | Newcastle, 1851 Wood. | G. Cram and others, North Shields. | Stranded about 6 miles S. of Seaham, on the 9th of January 1876. Total. | Inquiry held at Tynemouth before J. F. Spence and J. Hedley, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and R. Wilson, as Assessors, on the 26th and 27th of January 1876. | — | Lost by default of the Master in not taking a cast of the lead on the day of the disaster. His certificate suspended for 6 months. The Court were of opinion that the omission in the log of all details after 1 p.m. on the day of the casualty was deserving of a severe censure, and they reprimanded the Mate for this grave neglect of an important duty. | See Appendix, p. 333. |
| 96. **"Great Britain,"** *of Liverpool*, Ship, 888 Tons. Official No. 10,945. ROBERT KNIGHT CHILLCOTT, *Master*. C.C. No. 33,291. | - - - | St. John, N.B., 1846. Wood. | W. G. Bragg, Liverpool, and others. | Abandoned in Lat. 48° 30′ N., Long. 24° W., on the 11th of March 1876. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain E. White, R.N., and Captain R. Wilson, as Assessors, on the 20th, 21st and 22nd of April 1876. | 15 | Vessel proceeded on her last voyage in a thoroughly seaworthy condition, and with her cargo properly stowed. Her loss attributed to straining, caused by the heavy weather which she encountered. It seemed probable that something had started which caused her to fill with water so rapidly. | See Appendix, p. 334. |
| 97. **"Great Western,"** S.S., *of Bristol*, 978 Tons. Official No. 65,313. SAMUEL WINDHAM, *Master*. C.C. No. 8,154. | Lloyd's 100 A 1, 7.75 - | Sunderland, 1872 Iron. | M. Whitwell and others, Bristol. | Stranded on Long Island, U.S., on the 25th of March 1876. Total. | Inquiry held at Bristol before G. Miller and H. J. Mills, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle and Lieutenant C. S. Broome, R.N., as Assessors, on the 4th and 5th of May 1876. | — | Owing to the foggy state of the weather the Master had been unable to obtain observations, and was depending entirely upon his dead reckoning and soundings. The Court found that he committed an error in judgment in not standing off the land on finding himself in 16 fathoms; they did not, however, attribute the loss of the vessel to his wrongful act or default, and returned him his certificate. | See Appendix, p. 334. |
| **"Grönsvoer."** *See* **"Dante."** | | | | | | | | |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| **"Growler."** *See* **"Aquila."** | | | | | | | | |
| **"Guiding Star."** *See* **"Loch Laggan."** | | | | | | | | |
| 98. **"Hannah Douglas,"** *of Whitehaven,* Brig, 163 Tons. Official No. 47,783. WILLIAM WILLIAMS, *Master.* C.C. No. 88,621. | - - - | Llanelly, 1864 - Wood. | J. Hodgson, Whitehaven, and others. | Stranded near Penrhosfilo Point, Anglesea, on the 4th of April 1876. Total. | Inquiry held at Holyhead before T. L. H. Lewis and R. T. Parry, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain A. Ronaldson, as Assessors, on the 26th, 27th, and 28th of April 1876. | — | Stranded through the default of the Master in not steering a course calculated to take the ship clear of the land, and in neglecting the use of the lead in thick weather. His certificate suspended for 6 months. | See Appendix, p. 335. |
| 99. **"Harmston,"** *of Newcastle,* Brigantine, 208 Tons. Official No. 48,779. CHARLES HENRY KING, *Master.* C.C. No. 95,865. | Lloyd's *A 1, 12.74 - | Preston, 1863 - Iron. | H. Scholefield, Newcastle. | Stranded on the Middle Cross Sand, on the 3rd of November 1875. Total. | Inquiry held at Great Yarmouth before R. D. Barber, Esq., Mayor, and J. Bracey, Esq., Justice of the Peace, assisted by Captain E. White, R.N., and Lieutenant H. C. A. Brand, R.N., as Assessors, on the 8th and 9th of November 1875. | — | After reaching the Newarp Lightship the Master committed a grave error in judgment in standing out for so short a time and then standing in towards most dangerous shoals, when not making the lights or getting soundings of any kind, which might have warned him of his danger. The Court took into consideration his evident desire to navigate his vessel correctly, and only suspended his certificate for 6 months. | See Appendix, p. 335. |
| **"Harvest Queen."** *See* **"Adriatic."** | | | | | | | | |
| **"Hellechina Amalia."** *See* **"Vanguard."** | | | | | | | | |
| 100. **"Harriet Mc Beath,"** *of Liverpool,* Barque, 358 Tons. Official No. 48,225. WILLIAM HENRY POLLARD, *Master.* C.C. No. 1,898. GEORGE THOMAS WEST, *Chief Mate.* C.C. No. 9,879. THOMAS COUTTS, *Second Mate.* Not certificated. WILLIAM ALFRED JERVIS, *Licensed Pilot.* | Lloyd's cont., A 1, 4.72 | St. John, N B., 1864. Wood. | A. Ashmall, Liverpool | Stranded at Saltertown, Dundalk Bay, on the 28th of October 1875. Partial. | Inquiry held at Dundalk before H. F. Keogh, Esq., Stipendiary Magistrate, and J. Murphy, Esq., Justice of the Peace, assisted by Captain J. Steele, as Assessor, on the 15th, 17th, 18th, and 19th of November 1875. | — | Master and Mate found in default for the stranding of the vessel. Master's certificate suspended for 12 months. Mate's for 3 months. Second Mate severely censured for absenting himself from duty under the plea of exhaustion. Pilot severely censured by Pilotage authorities. | See Appendix, p. 336. |

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| 101. **"Hematite,"** *of Whitehaven,* Brigantine, 108 Tons. Official No. 18,086. HENRY GREAVES, *Master.* C.C. No. 95,103. | Lloyd's A 1, 7.75 - | Whitehaven, 1858. Wood. | J. Williamson, Whitehaven, and others. | Stranded on Baggy Leap, off the North-west Coast of Devon, and subsequently abandoned, on the 14th of January 1876. Partial. | Inquiry held at Ilfracombe before the Reverend A. C. Bassett and the Reverend H. W. Toms, Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain W. Curling, as Assessors, on the 27th, 28th, and 29th of January 1876. | — | Stranded owing to a want of due caution, amounting to a default, on the part of the Master in attempting to navigate his vessel between Baggy Point and Baggy Leap. Master not blamed for the abandonment, as he was deserted by his crew, but the Court could not overlook the fact that there was a pilot cutter close to, prepared to render him assistance. The conduct of the crew, in showing an anxiety to save themselves and their clothes without the least regard for the safety of their vessel or the orders of the Master, was considered most disgraceful and utterly unbecoming British seamen. | See Appendix, p. 337. |
| 102. **"Heroine,"** *of Shoreham,* Brig, 261 Tons. Official No. 27,429. JAMES CHEESMAN, *Master.* C.S. No. 75,862. | - - - | Shoreham, 1860 Wood. | F. Cheesman & others, Shoreham. | Damaged by fire in Shoreham Harbour, on the 1st of November 1875. Partial. | Inquiry held at Shoreham before C. Bridger and H. Bridger, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain W. Curling, as Assessors, on the 23rd and 24th of November 1875. | — | Fire originated in sparks from the fire left burning in the cabin stove. No blame attached to owners or Master. Master's certificate returned lo him. | See Appendix, p. 337. |
| **"Herzog Ernst."** *See* **"James C. Stevenson."** | | | | | | | |
| 103. **"Hibernia,"** S.S., *of Dundee,* 512 Tons. Official No. 52,561. JAMES FINDLAY, *Master.* C.C. No. 21,411. CORNELIUS SCOTT, *Mate.* C.C. (*as Master*) No. 101,581. GEORGE THOMSON, *First Engineer.* C.C. No. 6,162. DAVID BAXTER, *Second Engineer.* Not certificated. | Lloyd's A B 1, 3.72 - | Dundee, 1865 - Iron. | Dundee, Perth, & London Shipping Co., Dundee. | Stranded a little to the eastward of the Inner Fern Light, Coast of Northumberland, on the 30th of January 1876. Total. | Inquiry held at Dundee before C. Edward and T. H. Cox, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 23rd and 24th of February 1876. | — | Stranded through the Master steering a dangerous course and entirely neglecting the lead. His certificate suspended for 3 months. The certificates of the Mate and the First and Second Engineers returned to them. | See Appendix, p. 338. |
| 104. **"Rilda,"** S.S., *of London,* 442 Tons. Official No. 52,730. JACOB SHOTTON, *Master.* C.C. No. 93,619. *Norwegian Pilot.* | Lloyd's A B 1, 2.75 - | Port Glasgow, 1865. Iron. | The Ytteröen Mining Co., London. | Stranded near Christiansund, on the 3rd of July 1875. Total. | Inquiry held at South Shields before J. L. Hall and A. Stevenson, Esqrs., Justices of the Peace, assisted by Captain J. Steele and Commander J. F. Prowse, R.N., as Assessors, on the 3rd of August 1875. | — | Vessel in charge of a Norwegian Pilot. Master acquitted of default and his certificate returned to him. | See Appendix, p. 338. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 105. "**Ho Hoang,**" *of Montrose,* Brigantine, 142 Tons. Official No. 47,102. ANDREW MEARNS, *Master.* C.C. No. 15,839. | Lloyd's A 1, 4.76 - | Montrose, 1872 Wood. | A. Mearns, Ferryden, Forfarshire. | Stranded on the Klaback Rock, near Warberg, Coast of Sweden, on the 6th of January 1876. Partial. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Commander H. Knox, R.N., and Captain W. Parfitt, as Assessors, on the 11th and 12th of April 1876. | — | Lost owing to the Master having miscalculated his distance when passing Moruptange Light and through a light which he saw not being marked on the chart or mentioned in the sailing directions he had on board. As his conduct was not considered to amount to a default his certificate was returned to him. | See Appendix, p. 339. |
| 106. "**Ida,**" S.S., *of West Hartlepool,* 617 Tons. Official No. 27,778. CHARLES BARRETT DARLING, *Master.* C.C. No. 31,305. | - - - | Stockton-on-Tees, 1863. Iron. | R. C. Denton, Norton, Durham. | Stranded near the Rosetta Lighthouse, Coast of Egypt, on the 27th of April 1875. Partial. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and Captain J. S. Castle, as Assessors, on the 17th and 18th of August 1875. | — | Stranded through the Master neglecting to verify his position by cross bearings. He also grossly neglected his duty in not using the lead when in proximity to dangerous shoals. His certificate suspended for 6 months. | See Appendix, p. 339. |
| 107. "**Ironopolis,**" S.S., *of Middlesborough,* 150 Tons. Official No. 68,295. CHARLES BROWN, *Master.* Not certificated. | Lloyd's 90 A 1, 6.73 - | Glasgow, 1873 - Iron. | J. M. Lennard, Middlesborough, and others. | Stranded on Seaton Sands, Durham, on the 27th of November 1875 Partial. | Inquiry held at Middlesborough before C. J. Coleman, Esq., Police and Stipendiary Magistrate, assisted by A. P. Sandeman, Esq., as Assessor, on the 21st and 22nd of December 1875. | — | The Master was guilty of great negligence, and showed a culpable disregard for the safety of the vessel, in steaming ahead when the leading lights were obscured by a snowstorm, and his course was one of pure speculation. The neglect of the lead until after the ship struck, and the absence of a proper look-out, proved such culpable negligence on the part of the Master, that he was ordered to pay 25*l.* towards the costs of the inquiry. | See Appendix, p. 339. |
| 108. "**Isabella,**" *of Carlisle,* Schooner, 53 Tons. Official No. 1,534. WILLIAM ROBERTS, *Master.* Not certificated. | - - - | Frodsham, 1825 Wood. | J. Irving, Carlisle - | Stranded on Barnscar Rocks, Coast of Cumberland, on the 26th of October 1875. Total. | Inquiry held at Whitehaven before F. W. Wicks and R. Gibson, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell, as Assessor, on the 9th and 10th of November 1875. | — | Stranded in consequence of the Master steering a course calculated to take him too far inshore. He further neglected to ascertain the speed of his ship by looking at the patent log, or by heaving the common log, and did not take the precaution of using the lead when getting into shoal water in thick weather. The Court considered his conduct deserving of strong censure. | See Appendix, p. 340. |

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| 109. "**Isabellas,**" *of Sunderland,* Brig, 198 Tons. Official No. 7,632. JOHN HARRISON, *Master.* C.C. No. 40,687. | - - - | Sunderland, 1854 Wood. | J. Harrison, Robin Hood's Bay, Yorkshire. | Stranded on Theddlethorpe Sands, Coast of Lincolnshire, on the 17th of October 1875. Total. | Inquiry held at West Hartlepool before G. Pyman and E. S. Jobson, Esqrs., Justices of the Peace, assisted by Captain C. S. Pryce and Commander J. F. Prowse, R.N., as Assessors, on the 16th of November 1875. | — | The Court regretted that the Master did not, when he sighted a buoy, take further steps to verify his position by more frequently using the lead, which would at once have shown him that he was not where he supposed himself to be. | See Appendix, p. 341. |
| 110. "**Island Belle,**" *of Guernsey,* Brig, 195 Tons. Official No. 56,385. JOHN BRIARD, *Master.* C.C. No. 82,029. | Lloyd's 9 A 1, 1.74 - | Guernsey, 1869 Wood. | W. W. Bird, Guernsey, and others. | Stranded at Bude, Cornwall, on the 21st of December 1875. Total. | Inquiry held at Bideford before E. A. Vidal and E. P. Charlewood, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and W. Parfitt, as Assessors, on the 12th, 13th, and 14th of January 1876. | — | Negligent navigation on the part of the Master. His certificate suspended for 2 years. The Court remarked on an apparent evasion of the law respecting certificates, practised by the Master, which lead to a divided authority on board. | See Appendix, p. 341. |
| 111. "**Island Maid,**" *of Whitehaven,* Brig, 134 Tons. Official No. 47,789. JAMES JOHNSTONE, *Master.* C.C. No. 82,214. GEORGE WILLIAMS, *Mate.* C.S. No. 57,917. | - - - | Whitehaven, 1865. Wood. | J. Williamson, Whitehaven, and others. | Stranded at the mouth of the River Somme, Coast of France, on the 5th of October 1875. Total. | Inquiry held at Whitehaven before the Rev. F. W. Wicks and the Rev. J. Rimmer, Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain W. Curling, as Assessors, on the 17th of December 1875. | — | Stranded through an almost entire absence on the part of the Master of all proper precautions to ascertain the course and position of his vessel. His certificate suspended for 12 months. The entries in the log-book after the ship left Plymouth were entirely wrong and misleading, and were believed to have been made by the Mate after the stranding of the vessel, for which he deserved the gravest censure. | See Appendix, p. 341. |
| 112. "**Islay,**" S.S., *of Glasgow,* 204 Tons. Official No. 60,327. JOHN MACNEIL, *Master.* C.C. No. 101,164. (Home Trade.) DUNCAN KERR, *Mate.* C.C. (*as Master, Home Trade*), No. 100,828. | - - - | Glasgow, 1867 - Iron. | C. Morrison, London - | Stranded near Rue Point, Rathlin Island, on the 13th of August 1875. Partial. | Inquiry held at Glasgow before W. Johnstone and M. Pollok, Esqrs., Justices of the Peace, assisted by Captain C. T. Ward and Lieut. C. S. Broome, R.N., as Assessors, on the 9th and 10th of September 1875. | — | Stranding attributed to the careless navigation of the Mate. His certificate suspended for 6 months. The Master acquitted of blame. | See Appendix, p. 342. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 113. "**J. E. Mc Connell,**" S.S., *of London,* 517 Tons. Official No. 56,892. JOHN SMITH, *Master.* C.C. No. 34,042. ROBERT WILLIAM BISSETT, *Chief Mate.* C.C. (*as Master*) No. 33,875. | Lloyd's A c 1, 9.74 - | Jarrow, 1867 - Iron. | The General Iron Screw Collier Co., London. | Collision about 20 miles from Spurn Point, on the 18th of September 1875. No damage. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Captain E. White, R.N., as Assessors, on the 5th and 6th of October 1875. | — | Collision caused by the neglect of the Chief Mate of the "*J. E. McConnell.*" His certificate suspended for 12 months. The Master, who had left the deck to take necessary rest, was acquitted of all blame. | See Appendix, p. 342. |
| "**What's that to you,**" *of Grimsby,* Smack. JOSEPH COLLINS, *Master.* Not certificated. | - - - | Grimsby, 1867 - Wood. | T. and F. Campbell, Grimsby. | Total. | - - - - | — | | |
| 114. "**James C. Stevenson,**" S.S., *of South Shields,* 1,543 Tons. Official No. 63,009. JOHN GREY BELL, *Master.* C.C. No. 16,818. JOHN ROWELL, *Chief Mate.* C.C. No. 33,273. EDWARD ALBERT GOUGH WESTON, *Second Mate.* C.C. No. 86,899. | Lloyd's 100 A 1, 9.75 - | Jarrow-on-Tyne, 1871. Iron. | H. Edwards and others, South Shields. | Collision about 25 miles S.E. of the Eddystone, on the 13th of September 1875. Partial. | Inquiry held at Plymouth before W. F. Moore, Esq., Mayor, and W. Luscombe, Esq., Justice of the Peace, assisted by Captains B. G. W. Nicolas and H. M. Shapcott, as Assessors, on the 25th, 27th, 28th, 29th, and 30th of September, and 2nd of October 1875. | — | Collision due to the absence of a proper look-out on board the "*James C. Stevenson.*" Blame attributed to the Master in respect to the alleged practice and discipline of the ship. His certificate suspended for 12 months. The certificate of the Second Mate, the officer of the watch at the time of the collision, suspended for 6 months. The Chief Mate admonished as to his future conduct in respect to maintaining at all times proper and efficient look-out. | See Appendix, p. 343. |
| "**Herzog Ernst,**" German barque. | Ver. 3/3, A 1. 1., for 5 years, from May 1874, 5.74. | Bremen, 1869 - Wood. | J. A. Müller & Co., Bremen. | Total. | - - - - | — | | |
| 115. "**Jane Black,**" *of Dundee,* Brig, 206 Tons. Official No. 3,914. GEORGE SUTHERLAND, *Master.* C.C. No. 81,723. | Lloyd's A 1, 10.75 - | Dundee, 1848 - Wood. | W. Cook, London - | Stranded near Marbella, Coast of Spain, on the 22nd of December 1875. Total. | Inquiry held at Dundee before J. Luke and T. H. Cox, Esqrs., Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain G. Burnett, as Assessors, on the 22nd and 23rd of March 1876. | — | Vessel lost in consequence of being got under weigh when there was too little wind to have her in command under the circumstances. Master erred in judgment in getting the vessel under weigh. He was admonished, but his certificate was returned to him. | See Appendix, p. 343. |

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| 116. **"Jane Innes,"** *of Scarborough,* Schooner, 137 Tons. Official No. 8,391. TINDALL AVERY, *Master.* Not certificated. | - - - | Leith, 1845 - Wood. | S. Smith, Scarborough | Foundered off Southwold, Coast of Suffolk, on the 11th of August 1875. Total. | Inquiry held at Scarborough before J. W. Woodall and W. T. Laye, Esqrs., Justices of the Peace; assisted by Commander H. Knox, R.N., and W. Abbott, Esq., as Assessors, on the 27th and 28th of August 1875. | — | Foundered owing to want of necessary repairs after damage sustained in a storm encountered on a previous voyage. | See Appendix, p. 344. |
| 117. **"Jane Young,"** *of Ardrossan,* Barque, 439 Tons. Official No. 46,923. NEIL MCDONALD, *Master.* C.C. No. 86,472. | - - - | Granville, N.S., 1863. Wood. | Goodwin and Hogarth, Ardrossan. | Stranded on the Island of Miquelon, off the Coast of Newfoundland, on the 12th of May 1876. Total. | Inquiry held at Ardrossan before W. Mutter and J. L. Bailey, Esqrs., Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain G. Burnett, as Assessors, on the 27th and and 28th of June 1876. | — | Loss of vessel attributed to the long continuance of a thick fog, during which no observations could be obtained to verify the vessel's position by dead reckoning. The Master's certificate returned to him. | See Appendix, p. 344. |
| 118. **"Janes,"** *of Rochester,* Brigantine, 110 Tons. Official No. 3,481. JOHN LUCAS, *Master.* Not certificated. | - - - | Sunderland, 1841 Wood. | W. B. Frend, Chatham | Struck upon floating wreck or other substance, about 14 miles S. of Flamborough Head, and subsequently foundered off the Coast of Lincolnshire, on the 22nd of August 1875. Total. | Inquiry held at Rochester before F. Furrell and F. M. Webb, Esqrs., Justices of the Peace, assisted by Captain E. Hight, as Assessor, on the 20th of September 1875. | — | Vessel lost through striking a floating wreck or some substance under water. No blame attached to any person. Vessel, although old, was in an efficient condition for the voyage she was engaged in at the time of the loss. | See Appendix, p. 344. |
| 119. **"John Baring,"** *of Shields,* Barque, 547 Tons. Official No. 30,106, ROBERT HENRY BROOKS, *Master.* C.C. No. 30,045. JOHN DOMNIGO, *Pilot.* | - - - | Stonington, U.S., 1834. Wood. | J. Robinson, jun., and others, North Shields. | Stranded at the entrance of the Frontera River, Campeachy Bay, Mexico, on the 10th of May 1875. Total. | Inquiry held at Tynemouth before J. Spence and E. Young, Esqrs., Justices of the Peace, assisted by Captain J. Steele, and Commander J. F. Prowse, R.N., as Assessors, on the 17th of August 1875. | — | Although the vessel had a slight list to starboard and was three feet by the stern, her seaworthiness was not affected. No want of discretion shown by trusting her to stay under her starboard helm. Master justified in not sacrificing any portion of the cargo until he had made an attempt to get the ship off. As the vessel was not lost by his default, his certificate was returned to him. | See Appendix, p. 345. |
| **"John Pegg."** *See* **"Pinchale."** | | | | | | | | |
| 120. **"John Tennant,"** S.S., *of South Shields,* 1,450 Tons. Official No. 63,023. ROWLAND DE STEIGER, *Master.* C.C. No. 15,782. | Lloyd's 100 A 1, 2.75 - | Jarrow-on-Tyne, 1873. Iron. | H. S. Edwards, South Shields, and others. | Stranded near Cape Finisterre, on the 9th of July 1875. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Staff Commander G. H. Forster, R.N., as Assessors, on the 14th, 15th, and 20th of September 1875. | — | Master found in default for not giving due attention to the courses steered on board his vessel, and ascertaining by means of the log the distance run from noon on the 9th of July. His certificate suspended for 12 months. Subsequently to the disaster the Master did everything that prudence could suggest both for the safety of the passengers and cargo. | See Appendix, p. 345. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 121. **"Joseph Howe,"** *of London,* Brigantine, 354 Tons. Official No. 57,663. WILLIAM TEMPLETON, *Master.* C.C. No. 29,441. | - - - | Londonderry, 1867 Wood. | S. Hill, Island Magee, co. Antrim, and others. | Stranded on Bear Island, co. Cork, on the 17th of February 1876. Total. | Inquiry held at Cork before J. S. MacLeod, Esq., Stipendiary Magistrate, assisted by Staff Commander H. D. Burney, R.N., J.P., and Captain T. Beasley, as Assessors, on the 29th, 30th, and 31st of March, and 1st of April 1876. | 2 | Master showed great want of energy in not getting his foreyard repaired by fishing it, or in making use of his lower foretopsail yard as a foreyard, after the gale of the 27th January. Vessel lost through a mistake in the Master's reckoning. Master when he ascertained his position with certainty, knowing that he was short handed and his crew debilitated by sickness, and that owing to the loss of his foreyard, he was unable to carry sufficient sail to work off the land, committed a great error in judgment in not running into Berehaven. No blame attributed to him for the loss of the two men who were drowned by the swamping of the boat. His certificate suspended for 6 months. | See Appendix, p. 346. |
| 122. **"Julia,"** *of Guernsey,* Brig, 210 Tons. Official No. 5,285. FREDERICK MITCHELL LUCAS, *Master.* Not certificated. | - - - | Guernsey, 1840 Wood. | J. H. Guilbert, Guernsey | Stranded on the Oaze Sand, mouth of the River Thames, on the 27th of October 1875. Partial. | Inquiry held at Gravesend before W. Lake, Esq., Mayor, and J. Elkin, Esq., Justice of the Peace, assisted by Commander H. Knox, R.N., and Captain C. E. Pryce, as Assessors, on the 11th of November 1875. | — | Casualty arose from an error in judging the distance from the Mouse Light. After the casualty the conduct of the Master in managing his vessel was all that could be desired. He was exonerated from all blame. | See Appendix, p. 347. |
| 123. **"Justitia,"** S.S., *of London,* 534 Tons. Official No. 45,055. EDWARD GOOD, *Master.* C.C. No. 40,514. | Lloyd's 95 A 1, 7.75 - | Stockton-on-Tees, 1871. Iron. | The London Steamship Co., London. | Stranded on the Sorelle Rocks, about 50 miles east of Bona, Coast of Algeria, on the 10th of August 1875. Partial. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Commander H. Knox, R.N., and W. H. Turner, Esq., as Assessors, on the 9th and 10th of November 1875. | — | Stranding not attributed to any default on the part of the Master, and could only be accounted for either through the course given not having been accurately steered, or through a strong set to the southward. The Court were disposed to take the latter view, as it was proved that during the time the vessel was on the reef there was a strong set in that direction. The Master's certificate returned to him. | See Appendix, p. 347. |
| 124. **"Kepler,"** S.S., *of Sunderland,* 518 Tons. Official No. 62,549. CARL MOHRKE, *Master.* C.C. No. 26,715. | Lloyd's 90 A 1, 1.74 - | Deptford, co. Durham, 1869. Iron. | H. T. Morton, Biddick Hall, Durham, and J. Straker, Northumberland. | Stranded on Whitby Rocks, on the 13th of October 1875. Partial. | Inquiry held at West Hartlepool before E. S. Jobson and G. Pyman, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain W. Curling, as Assessors, on the 10th of November 1875. | — | Stranded owing to neglect on the part of the Master, in being absent from the deck in thick and foggy weather, and leaving the vessel in charge of the Boatswain. His certificate suspended for 3 months. | See Appendix, p. 348. |

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| 125. "**Lady Gray,**" *of Aberdeen,* Snow, 116 Tons. Official No. 25,340. GEORGE BERRY, *Master.* Not certificated. | - | Banff, 1854 - Wood. | A. Sherer, Aberdeen - | Stranded close to Souter's Point, co. Durham, on the 8th of August 1875. Total. | Inquiry held at Aberdeen before Colonel J. Cadenhead and D. McHardy, Esq., Justices of the Peace, assisted by Captain C. Y. Ward and Lieut. C. S. Broome, R.N., as Assessors, on the 2nd and 3rd of September 1875. | — | Lost through the careless navigation of the Master in not remaining on deck, and taking soundings when and after the fog horn was heard on St. Peter's Point. Had the Master held a certificate it would have been suspended. | See Appendix, p. 348. |
| 126. "**Lady Louisa,**" *of Cardiff,* Barque, 889 Tons. Official No. 6,126. THOMAS JAMES, *Master.* C.C. No. 25,850. | Lloyd's Æ 1, 10.75 - | Quebec, 1851 - Wood. | J. Rowlands and others, Cardiff. | Stranded on the Ile de Sein, Coast of France, on the 13th of November 1875. Total. | Inquiry held at Cardiff before R. O. Jones, Esq., Stipendiary Magistrate, assisted by Lieut. C. S. Broome, R.N., and Captain W. Parfitt, as Assessors, on the 14th and 15th of December 1875. | — | Loss of vessel owing, first, to the mainmast being carried away by the excessive rolling of the ship, and through the lower rigging being too slack, in consequence of not having been efficiently secured before leaving Cardiff; and second, from stranding. Although the state of the weather prevented the Master from obtaining observations, the dead reckoning was not kept with proper care and attention, and therefore the Master was found in default. He was reprimanded and ordered to pay 10*l.* towards the costs of the investigation. | See Appendix, p. 348. |
| 127. "**Leader,**" *of Liverpool,* Schooner, 112 Tons. Official No. 37,384. LEWIS WILLIAMS, *Master.* Not certificated. | - - - | Guysboro', N.S., 1856. Wood. | S. Howell and others, Bagilt, Flint. | Abandoned about 20 miles W.S.W. of the Smalls, on the 16th of July 1875. Partial. | Inquiry held at Liverpool before H. Mansfield, Esq., Deputy Stipendiary Magistrate, assisted by Captain C. E. Pryce and Captain E. White, R.N., as Assessors, on the 16th, 17th, and 18th of August 1875. | — | Abandonment of vessel not premature, as the foremast was rotten, and the mainmast in a dangerous and unseaworthy state. The whole of the rigging was also in an unsound and defective condition. The Court drew the attention of the Board of Trade to the fact that the owner must have known the defective and unseaworthy condition of the vessel. | See Appendix, p. 349. |
| 128. "**Lily,**" *of Bristol,* Trow, 32 Tons. Official No. 4,014. GEORGE WRIGHT, *Master.* Not certificated. | - - - | Stourport, 1835 Wood. | W. M. Gibson, Bristol | Abandoned in the Bristol Channel, on the 16th of September 1875. Partial. | Inquiry held at Bristol before G. Miller and H. J. Mills, Esqrs., Justices of the Peace, assisted by Captain B. G. W. Nicolas and Lieut. T. Brooks, R.N.R., as Assessors, on the 13th and 15th of October 1875. | — | Vessel seaworthy and well found if employed only in the coasting trade to the eastward of the Holmes; but a second chain should have been provided in addition to the two hemp hawsers before she proceeded to Ireland. Master highly to blame for not making any proper effort to clear the sand ballast from the forward pump, and for abandoning the vessel in a panic whilst she was still manageable, and not making much water. Had he held a certificate it would have been suspended; but as he was uncertificated he was ordered to pay 5*l.* towards the costs of the investigation. | See Appendix, p. 349. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| **"Lily of Devon."** *See* **"Clara."** | | | | | | | | |
| 129. **"Linthorpe,"** S.S., *of London,* 362 Tons. Official No. 63,681. WILLIAM RICHARD READ, *Master.* C.C. No. 82,443. | Liverpool 18 yrs., Red, 2.74. | Middlesborough, 1870. Iron. | J. Chapman, Sunderland, and others. | Stranded on Corrubedo Rocks, near Cape Finisterre, and subsequently foundered on the 27th of February 1876. Total. | Inquiry held at Sunderland before F. Ritson and T. T. Pyle, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 25th and 27th of March 1876. | 5 | Lost through mistaking lights, and Master's conduct was unjustifiable in navigating so near the land with only a general chart of the coasts of Spain and Portugal for his guidance. Stranding and subsequent foundering attributed to his culpable neglect. His certificate suspended for 12 months. | See Appendix, p. 350. |
| **"Liverpool Lifeboat, No. 1."** *See* **"Ellen Southard."** | | | | | | | | |
| 130. **"Lizzie,"** S.S., *of Douglas, Isle of Man,* 264 Tons. Official No. 20,594. JAMES FIXOTT CHEVALIER, *Master.* C.C. No. 3,322. | Liverpool 15 years, in Black, 4.75. | Birkenhead, 1857 Iron. | The Laxey Steamship Co., Douglas, Isle of Man. | Stranded in Dundrum Bay, co. Down, on the 21st of October 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Rear Admiral R. A. Powell, as Assessors, on the 13th, 15th, and 16th of November 1875. | — | Master not guilty of any wrongful Act or default, and in seeking shelter in Dundrum Bay, he acted in concurrence with his officers, and, as they all thought, for the best. The Master's certificate returned to him. | See Appendix, p. 350. |
| 131. **"Loch Laggan,"** *of Glasgow,* Ship, 1,435 Tons. Official No. 63,874. DAVID BRUCE INGLIS, *Master.* C.C. No. 14,001. | Lloyd's 100 A 1, 5.76 - | Whiteinch, co. Lanark, 1872. Iron. | J. Aitkin and others, Glasgow. | Stranding of both vessels on the South Rock, near the Tuskar, the *"Loch Laggan"* being at the time in tow of the *"Guiding Star,"* on the 7th of July 1875. Partial. | Inquiry held at Liverpool before H. Mansfield, Esq., Deputy Stipendiary Magistrate, assisted by Captain J. S. Castle and Lieut. C. S. Broome, R.N., as Assessors, on the 5th of August 1875. | — | Stranding of the *"Loch Laggan"* caused by the neglect of the Master in proceeding on his course at a speed of 7 knots in a dense fog, instead of stopping to get correct soundings. His certificate suspended for 6 months. Master of *"Guiding Star"* much to blame for the careless manner in which he navigated his vessel during thick weather, and he was in default for not reducing speed and taking correct soundings. He was severely reprimanded, and had he held a certificate it would have been cancelled or suspended. | See Appendix, p. 351. |
| **"Guiding Star,"** Steam tug, *of Liverpool,* 134 Tons. Official No. 55,078. ROBERT NEWTON, *Master.* Not certificated. | - | South Shields, 1866. Iron. | Strong & Co., Birkenhead. | Partial. | - - - - | — | | |

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| 132. "**Lothair,**" *of London,* Ship, 794 Tons. Official No. 63,633. BENJAMIN ORCHARD, *Master.* C.C. No. 9,666. | Lloyd's 16 A 1, 1.75 - | Deptford, Kent, 1870. Composite. | Killick, Martin & Ritchie, London. | Breaking of connecting link of topsail tye, and falling of upper foretopsail yard, attended with loss of life, in Lat. 17° 30′ S., Long. 93° 28′ E., on the 10th of November 1875. No damage to ship. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Captain E. White, R.N., as Assessors, on the 31st of March and 1st of April 1876. | 3 | The topsail tye appeared to have been of good iron, and showed no symptoms of wear, and the accident was one of those incidental to the calling and life of a sailor. The Master's certificate returned to him. Before leaving England the vessel had been efficiently equipped by her owners for her intended voyage. | See Appendix, p. 352. |
| 133. "**Louisa,**" *of Barrow,* 130 Tons. Official No. 45,678. LEWIS WIGLEY, *Master.* C.C. No. 98,754. | Lloyd's cont., Jan. 1872, 6 A, 2.72. | Berwick - on - Tweed, 1863. Wood. | J. Fisher, Barrow, and others. | Stranded in St. Margaret's Bay, Kent, on the 3rd of October 1875. Total. | Inquiry held at Dover before F. S. Peirce and E. F. Astley, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle and Captain E. White, R.N., as Assessors, on the 19th and 20th of October 1875. | — | Stranding attributed to the improper navigation of the Master. His certificate suspended for 3 months. The Court remarked that the "*Louisa*" had a very heavy cargo for a ship of her tonnage. | See Appendix, p. 352. |
| 134. "**Louth,**" *of Boston,* Ketch, 56 Tons. Official No. 267. REUBEN WHITE, *Master.* Not certificated. | - - - | Louth, Lincolnshire, 1832. Wood. | T. E. and M. Smith, Louth, Lincolnshire. | Foundered whilst at anchor at Skitter Haven, River Humber, on the 3rd of September 1875. Total. | Inquiry held at Hull before T. H. Travis, Esq., Police Magistrate, assisted by Captain B. G. W. Nicolas and W. Abbott, Esq., as Assessors, on the 7th, 8th, and 9th of October 1875. | — | Cause of foundering not ascertained, but it was suggested by the Court that a butt had started, and it was regretted that no look-out was kept on the night in question, although the omission was in accordance with the usual practice of vessels of the "*Louth*" class. Nothing had transpired to affect the Master's character more serious than want of watchfulness. | See Appendix, p. 353. |
| 135. "**Lucy Helen,**" *of Yarmouth,* Sloop, 44 Tons. Official No. 330. AUSTEN LISSENDEN, *Master.* Not certificated. | - - - | Yarmouth, 1840 Wood. | H. C. Austen, Canterbury. | Abandoned about 85 miles E. by N. of the Spurn, on the 7th of March 1876, and subsequently found derelict and taken into Grimsby. Partial. | Inquiry held at Gravesend before W. Lake, Esq., Mayor, and G. Muller, Esq., Justice of the Peace, assisted by Captain W. Curling and Lieut. C. S. Broome, R.N., as Assessors, on the 30th and 31st of March, and 3rd of April 1876. | — | Vessel seaworthy as regarded her hull, but unseaworthy as regarded her canvas. The Master justified in abandoning her. The hole in the deck was wilfully made, but there was no evidence to show by whom. | See Appendix, p. 353. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 136. "**Madeline,**" *of London,* Barque, 383 Tons. Official No. 28,044. ALEXANDER OPPEN, *Master.* C.C. No. 83,311. | - - - | Sunderland, 1860 Wood. | G. S. Simpson, London | Stranded on a reef about 3 miles west of Dog Island, Caribbean Sea, on the 22nd of November 1875. Total. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary magistrate, assisted by Captain W. Curling and Lieut. C. S. Broome, R.N., as Assessors, on the 31st of December 1875, and 1st of January 1876. | — | Casualty caused by the Master mistaking his distance from the island of St. Martin, and allowing for a current setting to the westward, whereas it was setting to the eastward. He was considered to have committed an error in judgment, but his certificate was returned to him. Lieutenant Broome dissented from the finding of the other members of the Court, and was of opinion that the Master had been guilty of culpable carelessness. | See Appendix, p. 354. |
| 137. "**Madeline,**" S.S., *of West Hartlepool,* 845 Tons. Official No. 67,550. WILLIAM BARFF, *Master.* C.C. No. 82,083. | Liverpool 18 years, Red, 6.74. | Hartlepool, 1874 Iron. | J. Pyman and others, West Hartlepool. | Stranded on the New Grund Shoal, Gulf of Finland, on the 9th of October 1875. Partial. | Inquiry held at West Hartlepool before S. Robinson and E. S. Jobson, Esqrs., Justices of the Peace, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, on the 20th and 21st of January 1876. | — | Stranded through an error in judgment on the part of the Master in shaping a course too near the New Grund Shoal in the then uncertain state of the weather. He was cautioned to be more careful in future, but his certificate was returned to him. | See Appendix, p. 355. |
| 138. "**Margaret McColl,**" *of Glasgow,* Schooner, 60 Tons. Official No. 29,194. ROBERT MCCOLL, *Master.* Not certificated. | - - - | Port Glasgow, 1862. Wood. | A. McColl, Glasgow, and others. | Stranded at Bennanhead, Island of Arran, on the 25th of February 1876. Total. | Inquiry held at Glasgow before H. MacBean and A. S. Mc Clelland, Esqrs, Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain G. Burnett, as Assessors, on the 16th and 17th of March 1876. | — | Loss of vessel attributed to the neglect of the lead. The Master reprimanded and admonished to be more careful in future. | See Appendix, p. 355. |
| 139. "**Mary Ann,**" *of Jersey,* Brig, 228 Tons. Official No. 29,085. EDWARD CLEMENTS, *Master.* Not certificated. | - - - | Jersey, 1861 - Wood. | C. Le Quesne, Jersey - | Stranded on Roche Gautier, Coast of France, on the 5th of August 1875. Total. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Captain E. White, R.N., as Assessors, on the 8th and 9th of October 1875. | — | Loss of vessel attributed to an irregular set of the tide, of which the Master of the "*Mary Ann*" had no previous warning. | See Appendix, p. 355. |
| 140. "**Mary Jane,**" *of Exeter,* Brigantine, 123 Tons. Official No. 13,105. JOHN HEARN, *Master.* Not certificated. THOMAS ROBERTS, *Mate.* Not certificated. | - - - | Prince Edward Island, 1850. Wood. | John Parkhouse, Exeter | Stranded on the Barrow Sand, Coast of Essex, on the 6th of December 1875. Total. | Inquiry held at Teignmouth before H. B. T. Wrey and R. M. Dunn, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain T. Beasley, as Assessors, on the 22nd and 23rd of December 1875. | — | Master not in default, as his orders to be called had not been attended to. Mate censured for not being sufficiently vigilant with respect to bearings of lights of other vessels at anchor, and for his negligence in his duties on watch. Thomas Elliott, able seaman, deserving of censure. | See Appendix, p. 356. |

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| 141. "**Mary Moore,**" *of London,* Brig, 214 Tons. Official No. 62,786. DONALD MUNRO, *Master.* C.C. No. 5,071. | - - - | Italy, unknown - Wood. | Donald Munro, Aberdeen | Abandoned in Lat. 36° 20′ N., Long. 34° 57′ W., on the 13th of November 1875. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Commander H. Knox, R.N., as Assessors, on the 11th and 12th of January 1876. | — | Vessel had been substantially repaired in 1874, was not overladen, and was staunch until she encountered the severe weather in November. Abandonment not premature. The Master's certificate returned to him. | See Appendix, p. 356. |
| 142. "**Matin,**" S.S., *of Dundee,* 359 Tons, Official No. 68,265, JAMES MUDIE, *Master.* C.S. No. 44,086. ADAM BOOTH, *Mate.* C.C. No. 91,344. | Lloyd's 90 A 1, 3 75 - | Aberdeen, 1873 Iron. | J. & R. Mudie, Dundee | Stranded near Cullercoats, Coast of Northumberland, on the 28th of January 1876. Partial. | Inquiry held at Dundee before W. Thoms and C. Edward, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 22nd of February 1876. | — | Stranding caused by the Tynemouth Light being obscured by haze or smoky mist. The Master would have acted more prudently had he taken a cast of the lead, and the Court trusted that his narrow escape would act as a warning to him to be more careful in navigating his vessel near the land in future. With this admonition the certificates of the Master and Mate were returned to them. | See Appendix, p. 357. |
| 143. "**May Flower,**" *of Banff,* Schooner, 174 Tons. Official No. 51,327. GEORGE SMITH, *Master.* C.S. No. 53,326. JAMES SMITH, *Mate.* C.C. No. 91,938. | Lloyd's cont., April 1874, 5 A 1, 11.74. | Banff, 1866 - Wood. | G. Smith, Portsoy, Banffshire. | Stranded on a reef at the north end of the Island of Hogland, Gulf of Finland, on the 4th of October 1875. Total. | Inquiry held at Banff before R. Duncan, J. Rust, and J. Watt, Esqrs., Justices of the Peace, assisted by Captains G. Burnett and C. Y. Ward, as Assessors, on the 24th and 25th of November 1875. | — | Stranding occurred in consequence of an error in judgment on the part of the Master in not keeping farther from the shore. His certificate and the certificate of the Mate returned to them. | See Appendix, p. 357. |
| 144. "**Meta,**" *of Truro,* Schooner, 79 Tons. Official No. 68,284. EDWIN TREBILCOCK, *Master.* Not certificated. | Lloyd's 8 A 1, 12.73 - | Truro, 1874 - Wood | J. Eastlake and others, Truro. | Stranded on the North Sand, entrance of Yarmouth Harbour, on the 14th of October 1875. Total. | Inquiry held at Yarmouth before R. D. Barber, Esq., Mayor, and H. Teasdel, Esq., Justice of the Peace, assisted by Captain J. Steele and Captain E. White, R.N., as Assessors, on the 26th and 27th of October 1875. | — | Stranded through error of judgment on the part of the Master in attempting to enter Yarmouth Harbour at a time of tide when there was not sufficient water to admit his vessel. He was ordered to pay 10*l.* towards the costs of the inquiry. | See Appendix, p. 357. |
| 145. "**Meteor,**" *of London,* Ketch, 99 Tons. Official No. 45,783. JAMES FRANCIS MACKRILL, *Master.* C.S. No. 51,132. | - - - | Milton-next-Sittingbourne, 1863. Wood. | W. Groom, Harwich, and others. | Abandoned between the Owers Sand and Beachy Head, on the 8th of November 1875. Total. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Commander H. Knox, R.N., as Assessors, on the 2nd of December 1875. | — | From the facts before the Court and the meagre character of the evidence, they exonerated the Master from blame, and recommended that his certificate, which had been lost in the vessel, should be renewed. | See Appendix, p. 358. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 146. "**Mignonette,**" *of London,* Barque, 283 Tons. Official No. 54,600. LEWIS ABRAMS, *Master.* C.C. No. 26,124. | Lloyd's 14 A 1, 1.75 - | Jersey, 1865 - Wood. | Scrutton, Sons, & Co., London. | Stranded on the Crab Rocks, near Brook, Isle of Wight, on the 19th of January 1876. Total. | Inquiry held at Newport, Isle of Wight, before Sir H. P. Gordon, Bart., and Rear Admiral A. R. De Horsey, Justices of the Peace, assisted by Lieutenant C. S. Broome, R.N., and Captain A. Ronaldson, as Assessors, on the 3rd, 4th, and 5th of February 1876. | — | Lost through the neglect and default of the Master in not taking necessary and proper precautions in the navigation of his ship, and especially in neglecting to cast the lead. His certificate suspended for 6 months. | See Appendix, p. 358. |
| 147. "**Miranda,**" S.S., *of Hull,* 865 Tons. Official No. 60,140. WILHELM S. A. VAN DEURS, *Master.* C.C. No. 18,491. | Liverpool 18 years, Red, 10.75. | Stockton, 1868 - Iron. | E. Leetham and others, Hull. | Explosion of coal gas abreast of St. Ives, on the 26th of August 1875. Partial. | Inquiry held at Cardiff before R. O. Jones, Esq., Stipendiary Magistrate, assisted by Captains J. S. Castle, and C. E. Pryce, as Assessors, on the 13th, 14th, and 15th of September 1875. | 1 | Casualty clearly attributable to an explosion of coal gas, caused by the use of a naked light near the scuttle of the fore peak by the Carpenter, previous to, and when he opened the scuttle, the gas having found its way from the hold through the collision bulkhead. No blame whatever attached to Master. His certificate returned to him. | See Appendix, p. 358. |
| 148. "**Montagu,**" S.S., *of Liverpool,* 283 Tons. Official No. 22,612. HENRY BECKETT, *Master.* C.C. No. 100,842. MARTIN FURLONG, *Licensed Pilot.* | - - - | Low Walker, 1855. Iron. | J. Bacon, and another, Liverpool. | Stranded at the entrance of Wexford Harbour, on the 24th of September 1875. Partial. | Inquiry held at Wexford before E. F. G. Ryan, Esq., Resident Magistrate, and E. S. Flood, Esq., Justice of the Peace, assisted by Captain E. Hight and Staff Commander G. H. Forster, R. N., as Assessors, on the 12th, 15th, and 16th of October 1875. | — | Stranded through the imprudent act of the Master in discharging the Pilot at Fort Point, instead of compelling him to take the vessel over the bar. The Court considered that the justice of the case would be met by pointing out the Master's error to him, and warning him to be more careful in future. The conduct of the Pilot was not considered free from blame, as he did not caution the Master of the "*Montagu*" against the influence of the wind, tide, and sea which was setting him to leeward. | See Appendix, p. 359. |
| 149. "**Montreal,**" *of Newcastle,* Barque, 461 Tons. Official No. 33,397. GEORGE ADAMS, *Master.* C.C. No. 12,569. | - - - | Dumbarton, 1848 Wood. | W. P. Livingstone, Newcastle, and A. F. Paterson. | Stranded on South Breakers, near Doboy Bar, State of Georgia, U.S.A., on the 14th of March 1876. Total. | Inquiry held at Newcastle before W. Hunter, and J. Angus, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 9th and 10th of May 1876. | — | Loss of vessel occasioned by the deceptive haze over the land, towards which she was steering, obscuring the lights. The Court regretted that the Master did not, when the water shoaled to 10 fathoms, heave the vessel to and wait till daylight under the circumstances of not making either lights or Pilot, but as he had exercised his best judgment in the navigation of his vessel he was acquitted of default and his certificate returned to him. | See Appendix, p. 359. |

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| 150. **"Mora,"** *of West Hartlepool,* Brig, 186 Tons. Official No. 2,157. HENRY BEANE, *Master.* C.C. No. 28,231. | - | - | Sunderland, 1848 Wood. | J. Bealington, West Hartlepool, & others. | Stranded on Puttgarden Reef, Femern Island, Baltic Sea, on the 16th of April 1876. Total. | Inquiry held at West Hartlepool before W. Gray and E. S. Jobson, Esqrs., Justices of the Peace, assisted by Lieutenant C. S. Broome, R.N., and Captain W. Curling, as Assessors, on the 17th, 18th, and 25th of May 1876. | — | The Master, during thick weather, neglected to verify his supposed position by the frequent use of the lead, to the total neglect of which the loss of the "*Mora*" was attributable. The Master's certificate suspended for 3 months. | See Appendix, p. 360. |
| 151. **"Mount Royal,"** *of Liverpool,* Ship, 1,228 Tons. Official No. 33,589. JAMES ADAM SCOBIE, *Master.* C.C. No. 8,751. | - | - | Thomastown, U.S., 1856. Wood. | J. Craig and R. C. Steel, Glasgow. | Stranded in Vatersay Bay, Hebrides, on the 18th of December 1875. Total. | Inquiry held at Greenock before A. Adam and W. Neill, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster and Captain A. Burnett, as Assessors, from the 10th to the 18th of February 1876. | — | The Justices found that it was not proved that the "*Mount Royal*" was in an unseaworthy condition when she left Greenock on her last voyage, but that it was proved that her equipment was defective. Considering the circumstances of the case, as brought out in evidence, they were of opinion that the Master was justified in returning and seeking a safe anchorage. The stranding of the vessel was not attributed to any default of the Master, officers, or crew. The Master's certificate returned to him. The Nautical Assessors did not agree with the Justices with respect to the seaworthiness of the vessel, as they were of opinion that she was unseaworthy in hull as well as in equipment on leaving Greenock, and that owing to her unseaworthiness the Master was justified in returning. | See Appendix, p. 360. |
| 152. **"Neda,"** *of Newcastle,* Barque, 374 Tons. Official No 12,909. JOSEPH CLARKE, *Master.* C.C. No. 26,109. | Lloyd's cont., 1869, 8 A 1, 11.73. | | Pallion, co. Durham, 1857. Wood. | M. Thompson, Newcastle. | Stranded on one of the Shiant Islands, Hebrides, on the 23rd of January 1876. Total. | Inquiry held at Newcastle before J. Burrell and T. Bell, Esqrs., Justices of the Peace, assisted by Captain J. Steele and Lieut. C. S. Broome, R.N., as Assessors, on the 23rd and 25th of February 1876. | — | Prudent courses had been steered, which under ordinary circumstances would have taken the vessel well clear of the east end of Shiant Islands, and her position as discovered when close upon the island could only be accounted for by a strong northerly current caused by the strong southerly gale. The Master acquitted of all blame, and his certificate returned to him. | See Appendix, p. 362. |
| 153. **"New Wabeno,"** *of Miramichi, N.B.,* Ship, 873 Tons. Official No. 61,372. PATRICK O'NEILL, *Master.* C.C No. 96,156. | Lloyd's 9 A 1, 10.73 | - | Miramichi, N.B., 1870. Wood. | Muirhead and Son, Miramichi, N.B. | Abandoned off Noir Island, East Coast of Patagonia, on the 1st of September 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, on the 30th of October, and the 1st and 2nd of November 1875. | — | Vessel lost owing to stress of weather. Abandonment not premature. The Master's certificate returned to him. | See Appendix, p. 362. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 154. "**Notre Dame,**" *of Yarmouth,* Smack, 30 Tons. Official No. 56,359. ROBERT ALBROW, *Master.* Not certificated. | - - - | Supposed France, year unknown. Wood. | T. Jenkinson, Yarmouth, Norfolk. | Foundered about 11 miles N.E. of the Newarp Lightship, on the 10th of October 1875. Total. | Inquiry held at Great Yarmouth before H. Teasdel and C. Woolverton, Esqrs., Justices of the Peace, assisted by Captain E. White, R.N., and S. T. Cornish, Esq., as Assessors, on the 4th of November 1875. | — | Lost in consequence of suddenly springing a-leak. No blame attributable to Master or crew. For want of sufficient information as to the age and other particulars respecting the vessel, the Court were unable to state positively whether or not she was a proper and safe vessel to send to sea on such a voyage, but they were strongly of opinion that vessels of this doubtful character should not be sent to sea by their owners without being previously surveyed and pronounced seaworthy by a competent authority. | See Appendix, p. 363. |
| 155. "**Ocean Wave,**" *of London,* Brig, 184 Tons. Official No. 24,159. WILLIAM SLATER, *Master.* C.C. No. 16,902. | - - - | Sunderland, 1847 Wood. | J. McKenzie and others, Blyth. | Stranded on the Island of Bornholm, in the Baltic, on the 5th of December 1875. Total. | Inquiry held at South Shields before J. A. Yorke, Esq., Police Magistrate, assisted by Captains B. G. W. Nicolas and R. Wilson, as Assessors, on the 4th and 5th of February 1876. | — | Lost through the default of the Master in not using the lead. His certificate suspended for 3 months. | See Appendix, p. 363. |
| 156. "**Oder,**" S.S., *of Hull,* 556 Tons. Official No. 42,527. BUCROFT WHITEING, *Master.* C.C. No. 27,668. | Liverpool 18 years, Black, 2.72. | Hull, 1861 - Iron. | T. Wilson, Sons, & Co., Hull. | Abandoned in Lat. 56° 14′ N., Long 4° 12′ E., on the 16th of October 1875. Total. | Inquiry held at Hull before T. H. Travis, Esq., Police Magistrate, assisted by Captains B. G. W. Nicolas and A. Ronaldson, as Assessors, on the 12th, 13th, 15th, 16th, 17th, 18th, 19th, and 25th of November 1875. | — | Loss of vessel attributed to the springing of a leak which could not be got at somewhere under the boiler. There was no reason to believe that the "*Oder*" was unseaworthy when she left Hull, but as the boiler had not been lifted for seven years there was a great probability of the existence of defects under it. Abandonment of vessel a proper and judicious course. The copy of the Master's certificate returned to him. | See Appendix, p. 364. |
| 157. "**Olive Branch,**" *of Scarborough,* Barque, 318 Tons. Official No. 5,986. FREDERICK WILLIAMS, *Master.* C.C. No. 92,409. | Lloyd's A 1, 2.74 - | Sunder and, 1856 Wood. | J. Riseborough, Sunderland. | Foundered about 15 miles N. by E. of the Butt of Lewis, on the 28th of August 1875. Total. | Inquiry held at Sunderland before G. R. Booth and F. Ritson, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster and Captain C. E. Pryce, as Assessors, on the 24th, 25th, 27th, and 28th of November 1875. | — | Lost through the gross misconduct of the Master in persisting in the prosecution of his intended voyage when the vessel was unseaworthy. In addition to this he countenanced the brutal treatment to which some of the crew were subjected by the Boatswain. His certificate cancelled. | See Appendix, p. 365. |

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| 158. "**Oriental,**" *of North Shields,* Ship, 1,617 Tons. Official No. 30,578. JOSEPH SANDERSON, *Master.* C.C. No. 82,992. | - - - | Boston, U.S., 1854. Wood. | J. Turpie and others, North Shields. | Abandoned in the North Atlantic Ocean, on the 19th of November 1875. Total. | Inquiry held at Tynemouth before E. Shotton and C. Tully, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and J. S. Castle, as Assessors, on the 6th, 7th, and 8th of December 1875. | — | Lost from stress of weather. Master justified in abandoning vessel when he did. His certificate returned to him. John Brannen, boatswain, and rest of the crew of lifeboat censurable in the extreme for rowing away from the vessel when she was sinking, thereby cutting off all apparent chance of escape from those left on board. | See Appendix, p. 366. |
| 159. "**Palestine,**" S.S., *of Liverpool,* 2,128 Tons. Official No. 21,385. JOHN OWENS, *Master.* C.C. No. 27,101. | Lloyd's 100 A 1, 10.78 | Greenock, 1858 Iron. | W. H. Jones, Liverpool | Stranded near the S.E. end of the Calf of Man, on the 15th of August 1875. Partial. | Inquiry held at Belfast before E. Orme, Esq., Stipendiary Magistrate, assisted by W. H. Bissett, Esq., and Captain E. White, R.N., as Assessors, on the 30th and 31st of August, and 1st of September 1875. | — | Master to blame for shaping and continuing too long on a faulty course. The weather had been fine and there was no reason why the ship's position should not have been fixed in time to have warned him of his dangerous approach to the Isle of Man. | See Appendix, p. 367. |
| 160. "**Paraense,**" S.S., *of Liverpool,* 986 Tons. Official No. 65,861. ALFRED BROOKING, *Master.* C.C. No. 26,245. | Liverpool 20 yrs., Red, 9.75. | Liverpool, 1871 Iron. | R. Singlehurst & Co., Liverpool, and others. | Collision in Lat. 20° N., Long. 30° 3′ W., on the 9th of December 1875. Trifling damage. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and Captain T. Beasley, as Assessors, on the 20th, 21st, 22nd, and 24th of January 1876. | — | It did not appear that the collision was caused by any fault of the "*Paraense.*" The Master of the steamer acted according to the best of his judgment at and after the collision, and he was acquitted, upon the evidence, of the grave charges of want of humanity, and neglect of duty, after the accident. | See Appendix, p. 367. |
| Unknown. Barque. | - - - | Unknown - | Unknown - - | Unknown. | | | | |
| 161. "**Pearl,**" *of Wick,* Schooner, 98 Tons. Official No. 62,695. JOHN GUNN, *Master.* C.C. No. 86,976. | Lloyd's 90 A 1, 3.75 - | Perth, 1870 - Wood. | D. Leith and W. Miller, Wick. | Stranded 1½ miles N. of Ronne, Island of Bornholm, in the Baltic, on the 14th of October 1875. Partial. | Inquiry held at Leith before Y. Pentland and J. Powie, Esqrs., Justices of the Peace, assisted by Captain G. Burnett, as Assessor, on the 21st and 22nd of December 1875. | - | Stranding not caused by any fault on the part of the Master. Vessel appeared to have drifted and got nearer in shore than could be observed, owing to the thick rain and dark weather preventing the land and light being seen. The Master's certificate returned to him. Had the cargo been in bags instead of in bulk it would not have shifted, and there would have been no necessity to run the vessel under the lee of Bornholm. | See Appendix, p. 368. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 162. "**Plover,**" *of Sunderland,* Barque, 342 Tons. Official No. 44,462. JOHN WRIGHT, *Master.* C.C. No. 34,899. | Lloyd's cont., 1872, 7 A 1, 12.72. | Sunderland, 1862 Wood. | J. Firth, Sunderland, and another. | Stranded on Phanos Point, mouth of the Dardanelles, on the 2nd of November 1875. Total. | Inquiry held at Newcastle before T. Wilson and J. J. Hunter, Esqrs., Justices of the Peace, assisted by Captain J. Steele and Lieut. C. S. Broome, R.N., as Assessors, on the 25th and 26th of February 1876. | — | Although the Master started from a well ascertained position at 3 a.m. on the 2nd of November, it was his duty to have hove his log when running in thick weather towards the Dardanelles. He was given credit for his intention to take a cast of the lead just before the ship struck, and with a caution to be more careful in future, his certificate was returned to him. | See Appendix, p. 368. |
| 163. "**Precursor,**" *of Montrose,* Brigantine, 141 Tons. Official No. 55,338. WILLIAM FINDLAY, *Master.* C.C. No. 94,801. DAVID REABURN, *Mate.* C.C. No. 32,425. | Lloyd's A B 1, 9.73 - | Montrose, 1867 Iron. | W. Mitchell, Montrose, and others. | Abandoned in Lat. 45° N., Long. 22° W., on the 13th of February 1876. Total. | Inquiry held at Montrose before J. D. Inverarity and R. H. Arkley, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and G. Burnett, as Assessors, on the 28th, 29th, and 30th of March 1876. | — | Master in default for abandoning the ship. His certificate suspended for 9 months. The Mate who had failed in his duty by neglecting to attend to the pumps and to the depth of water in the well, was severely censured for his conduct in connection with the abandonment of the vessel. | See Appendix, p. 369. |
| 164. "**Prince Arthur,**" *of Liverpool,* Barque, 544 Tons. Official No. 49,897. THOMAS NELSON, *Master.* C.C. No. 17,121. | Lloyd's *A A 1, 11.75 - Liverpool 20 yrs., Red. | Liverpool, 1864 Iron. | P. Nelson, Liverpool, and others. | Stranded on Staten Island, Tierra Del Fuego, on the 24th of February 1876. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains B. G. W. Nicolas and R. Wilson, as Assessors, on the 12th, 13th, 14th, and 15th of May 1876. | — | The Master mistook the easternmost of the New Year's Islands, for Cape St. John. As the land is said to be very similar in appearance, and the Master had carefully attended to his duties, he was acquitted of default, and his certificate, which had been lost in the vessel, was re-issued to him. | See Appendix, p. 369. |
| 165. "**Prince of Wales,**" Steam tug, Not registered. About 16 Tons. JOHN WRIGHT, *Master.* Not certificated. | - - - | Unknown - Wood. | S. W. Shaw, Rochester | Explosion of boiler, resulting in destruction of vessel, and attended with loss of life, near New Hithe, River Medway, on the 9th of February 1876. Total. | Inquiry held at Rochester before N. E. Toomer, Esq., Mayor, and W. P. Haymen, Esq., Justice of the Peace, assisted by J. Urquhart and J. Hosken, Esqrs., as Assessors, on the 11th, 12th, 13th, and 14th of July 1876. | 2 | Explosion directly attributed to the worn and deteriorated condition of the boiler. Vessel at the time of the disaster, and for a long time previously, was unseaworthy. The former owner | See Appendix, p. 370. |

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| | | | | | | | erred in judgment in describing the engine and boiler in working order when he sold the vessel, and the last owner should have had the vessel surveyed by a competent person before working her. | |
| 166. "**Propontis,**" S.S., *of Liverpool,* 1,416 Tons. Official No. 50,485. JOHN ALEXANDER, *Master.* C.C. No 86,997. | Lloyd's *A A 1, 4.74 - Liverpool 20 + 2 years, in Red, 11.73. | Govan, 1864 - Iron. | W. H. Dixon, Liverpool | Bursting of two boilers, 16 miles N.W. of the Berlings Rocks, Coast of Portugal, and 115 miles E. of Algiers, attended with loss of life, on the 7th and 19th of September 1875. Partial. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and J. Urquhart and J. Hosken, Esqrs., as Assessors, from the 13th to the 15th, and from the 25th to the 29th of January 1876. | 2 | Explosions attributed to the want of proper steam communication between the two sections of the boilers; the fact of the semicircular or dished plates in the chambers which exploded, having only a space of two inches between them and the shell of that part of the chamber on which the flame from the furnaces most directly impinged, was also a serious element of danger, and in a great measure conduced to the explosions. Bursting of the chambers not in any way due to defective material or workmanship. Neither Master nor owner to blame for the disasters. The Master's certificate returned to him. | See Appendix, p. 371. |
| 167. "**Queen,**" S.S., *of Aberdeen,* 284 Tons. Official No. 43,556. WILLIAM REID, *Master.* C.C. No. 24,912. ALEXANDER DONALD, *Chief Mate.* C.C. No. 32,713. | - - - | Govan, 1861 - Iron. | J. Webster, and others, Aberdeen. | Collision about 6 miles E. by S. of the Bell Rock, Coast of Forfarshire, on the 28th of January 1876. No damage. | Inquiry held at Leith before Y. Pentland and J. Powrie, Esqrs., Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain G. Burnett, as Assessors, on the 12th, 21st, 22nd, and 23rd of February 1876. | — | The "*Queen*" ought not to have been navigated at full speed in the middle of a fleet of fishing boats. The look-out was insufficient, and due precautions were not taken by the Mate, who was in charge of the watch. His certificate suspended for 12 months. The Master acquitted of default, and his certificate returned to him. | See Appendix, p. 371. |
| "**David and Ann,**" *of Auchmithie,* Fishing boat, About 4½ Tons. DAVID SHEPHERD, *Master.* Not certificated. | - - - | Arbroath, 1869 Wood. | D. Shepherd, & another, Auchmithie, Forfarshire. | Total - - | - - - - | 1 | | |
| 168. "**Queen of the Fleet,**" *of Liverpool,* Barque, 593 Tons. Official No. 38,058. JAMES TARNEY, *Master.* C.C. No. 94,517. | - - - | Yarmouth, N.S., 1857. Wood. | G. Clarke, Dublin - | Abandoned in Lat. 47° 30′ N., Long. 23° 30′ W., on the 21st of October 1875. Total. | Inquiry held at Maryport before R. Ritson and H. P. Senhouse, Esqrs., Justices of the Peace, assisted by Captains G. T. Holt and W. Parfitt, as Assessors, on the 30th and 31st of December 1875. | — | When the "*Queen of the Fleet*" sailed from Barrow she was in an efficient state of repair, and afterwards, when she sprang a-leak, everything was done by the Master to keep her afloat; but as the crew had determined on leaving the ship he had no option but to abandon her. His certificate returned to him. | See Appendix, p. 372. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 169. "**Queen of the Lakes,**" *of Greenock,* Ship, 1,153 Tons. Official No. 50,712. ROBERT CRAWFORD, *Master.* C.C. No. 84,254. | - - - | Quebec, 1864 - Wood. | A. Lyle, Greenock - | Abandoned in Lat. 48° 31′ N., Long. 20° 19′ W., on the 8th of December 1875. Total. | Inquiry held at Greenock before T. O. Hunter and G. Brymner, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and G. Burnett, as Assessors, on the 3rd, 4th, and 5th of January 1876. | – | Abandonment occasioned by shifting of cargo and stress of weather. Master, officers, and crew did everything in their power to save the ship, and were justified in abandoning her. The Master's certificate returned to him. | See Appendix, p. 372. |
| 170. "**Reaper,**" *of St. John, N.B.,* Brigantine, 349 Tons. Official No. 72,196. JACOB DE LONG. *Master.* C.C. No. 887. ROBERT JOHN PATTLE, *Mate.* C.C. No. 583. | - - - | Quaco, St. John, N.B., 1874. Wood. | F. Tufts, St. John, N.B. | Stranded 4 miles W of Spiddal, Galway Bay, on the 20th of December 1875. Total. | Inquiry held at Galway before B. Hill, Esq., Stipendiary Magistrate, assisted by Lieut. C. S. Broome, R.N., and Captain W. Curling, as Assessors, on the 14th, 15th, and 17th of January 1876. | — | Master found in default for not being constantly on deck on approaching the land. His certificate suspended for 6 months. The Mate grossly in default for presuming to place the ship on the port tack, in direct opposition to the Master's orders. His certificate suspended for 12 months. | See Appendix, p. 372. |
| 171. "**Regina,**" *of Grimsby,* Brig, 185 Tons. Official No. 2,656. THOMAS YOUNG, *Master.* Not certificated. | - - | Prince Edward Island, 1845. Wood. | R. McSheen, Great Grimsby. | Stranded on Kessingland Beach, Coast of Suffolk, on the 23rd of October 1875. Total. | Inquiry held at Hull before T. H. Travis, Esq., Police Magistrate, assisted by Captains B. G. W. Nicolas and A. Ronaldson, as Assessors, on the 23rd, 24th, 25th, 29th, and 30th of November 1875. | — | Master found in default for not bringing up under the lee of the Newcome Sand until the weather moderated, instead of attempting to stay the vessel at once. He was in bad health, and the Mate had neglected to call him until the vessel was in a difficult position. Under all the circumstances his default was only considered to be a very grave error in judgment. | See Appendix, p 373. |
| 172. "**Renown,**" S.S., *of Newcastle,* 736 Tons. Official No. 52,664. WILLIAM SMITH, *Master.* C.C. No. 27,681. | Lloyd's 90 A 1, 2.75 - | Newcastle, 1865 Iron. | W. S. Lishman, Newcastle. | Bursting of boiler about 1⅓ miles N.E. of the Kentish Knock Lightvessel, on the 1st of July 1875. Partial. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by W. Eames, T. W. Traill, and L. E. Fletcher, Esqrs., as Assessors, on the 27th, 28th, and 29th of July, and 3rd of August 1875. | 3 | Explosion mainly due to the faulty construction of the boiler, and to the inferior quality of the plates of which it was made. No blame attached to owners. | See Appendix, p. 373. |

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| 173. "**Rescue,**" *of South Shields,* Barque, 261 Tons. Official No. 28,620. WILLIAM THOMPSON, *Master.* C.C. No. 47,980. | - - - | Lubeck, 1861 - Foreign name "*Redlechkeit.*" Wood. | W. Thompson, South Shields. | Stranded off the village of Torpe, Coast of Sweden, on the 14th of October 1875. Total. | Inquiry held at South Shields before J. A. Yorke, Esq., Stipendiary Magistrate, assisted by Captains B. G. W. Nicolas and J. S. Castle, as Assessors, on the 10th and 11th of December 1875. | — | Lost through neglect on the part of the Master in not seeing his order to use the lead, which he appeared to have given the Mate, duly carried out. His certificate returned to him. | See Appendix, p. 374. |
| 174. "**Rhondda,**" *of Whitby,* Three-masted Schooner, 179 Tons. Official No. 1,356. THOMAS WARD, *Master.* Not certificated. | - - - | Cardiff, 1848 Wood. | J. Ward, Whitby - | Stranded on the Hinder Bank, off the Coast of Holland, on the 12th of September 1875. Total. | Inquiry held at Whitby before E. H. Turton and E. Corner, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain C. Y. Ward, as Assessors, on the 6th and 7th of October 1875. | ... | Stranded through the careless navigation of the Master. Had he held a certificate it would have been suspended, but as he was uncertificated he was ordered to pay 10*l.* towards the expenses of the inquiry. | See Appendix, p. 375. |
| 175. "**Risca,**" S.S., *of Liverpool,* 508 Tons. Official No. 55,163. THOMAS NASH, *Master.* C.C. No. 9,845.<br><br>ADOLPH SCHLOSSHAUER, *Chief Mate.* C.C. No. 25,981.<br><br>ROBERT ARMSTRONG, *Second Engineer.* C.C. No. 12,651. | - - - | Stockton - on - Tees, 1866. Iron. | The Mersey Screw Steamship Co., Liverpool. | Collapsing of furnaces in Lat. 45° 15′ N., Long. 8° 7′ W., on the 20th of September 1875. Partial. | Inquiry held at Falmouth before R. L. Richards, Esq., Mayor, and J. Tucker, Esq., Justice of the Peace, assisted by Captain J. Steele and H.D. Grey, Esq., C.E., as Assessors, on the 13th, 14th, 15th, 18th, 19th, 20th, and 21st of October 1875. | — | The Second Engineer found in default in many important respects, and particularly for taking no effective measures to ascertain the state of the boiler, which resulted in the collapsing of the furnaces. His certificate suspended for 2 years. The Master and Chief Mate free from all blame. | See Appendix, p. 375. |
| 176. "**Robert Boak,**" *of Liverpool,* Barque, 639 Tons. Official No. 50,753. JOSIAS FRENCH IRISH, *Master.* C.C. No. 90,790. | - - - | Truro, N.S., 1864. Wood. | Messrs. De Wolf, Liverpool. | Abandoned in about Lat. 24° 23′ S., Long. 29° 9′ W., on the 4th of July 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and W. Quiggin, Esq., as Assessors, on the 9th, 10th, 11th, and 13th of September 1875. | — | Left Falmouth apparently sound and seaworthy, but again met with bad weather, and strained very much, which must have caused her seams and butts to open. The Master justified in abandoning his ship, and his certificate returned to him. | See Appendix, p. 375. |
| 177. "**Robin Hood,**" Steam tug. *of South Shields,* 12 Tons. Official No. 58,716. WILLIAM JAMES PATTON, *Master.* Not certificated. | - - - | North Shields, 1868. Wood. | W. Wright, South Shields. | Capsized at the entrance of the River Tyne, on the 14th of October 1875. Total. | Inquiry held at Tynemouth before J. Spence and E. Young, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle, as Assessor, on the 29th of November 1875. | 3 | Loss of vessel owing solely to the exceedingly high sea, which rose very rapidly on the morning of the disaster, and was not owing to any defect in the vessel, or default on the part of the Master or any of the crew. | See Appendix, p. 376. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 178. **"Rollo,"** *of London,* Barque, 583 Tons. Official No. 60,802. THOMAS WAY, *Master.* C.C. No. 17,051. | Lloyd's 14 A 1, 11.74 - | Bridport, 1868 - Wood. | J. Shepherd, London, and others. | Stranded near Villa do Conde, Coast of Portugal, on the 4th of June 1876. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain E. Hight, and Rear Admiral R. A. Powell, as Assessors, on the 27th, 28th, and 30th of June 1876. | — | Lost through the default of the Master in standing too long on the port tack, and in neglecting the use of the deep-sea lead. Even when he was called, upon land being reported, no immediate steps were taken to put the ship's head off shore. His certificate suspended for 6 months. | See Appendix, p. 376. |
| 179. **"Rose of Sharon,"** *of Blyth,* Barque, 304 Tons. Official No. 27,505. JAMES DISTON, *Master.* C.C. No. 27,893. | Lloyd's Æ 1, 1.75 - | Sunderland, 1859 Wood. | J. Hedley, Blyth - | Stranded on the Maplin Sand, off the Coast of Essex, on the 23rd of September 1875. Partial. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captains H. Harris, and B. G. W. Nicolas, as Assessors, on the 21st and 22nd of October 1875. | — | Casualty arose more from misadventure than from any absolute neglect or default on the part of the Master, whose certificate was returned to him. | See Appendix, p. 377. |
| 180. **"Rubens,"** S.S., *of Liverpool,* 1,266 Tons. Official No. 65,990. JOSEPH SCHOFIELD, *Master.* C.C. No. 91,843. | Lloyd's 90 A 1, 2.75 - | Sunderland, 1872 Iron. | The Liverpool, Brazil, and River Plate Steam Navigation Co., Liverpool. | Stranded off Birling Gap, Beachy Head, on the 17th of January 1876. Partial. | Inquiry held at Southampton before J. H. Cooksey and A. Pegler, Esqrs., Justices of the Peace, assisted by Captain A. Ronaldson and Lieutenant C. S. Broome, R.N., as Assessors, on the 7th, 8th, 9th, 10th, and 11th of February 1876. | — | Stranding attributed to the Master being in error as to his position, his dead reckoning and soundings having led him to believe that he was in the fair way up channel. Considering the foggy state of the weather, it would have been more prudent had soundings been taken oftener, and the Master was censured for not having sounded more frequently, but his certificate was returned to him. Lieutenant Broome differed from the other members of the Court, and considered it a case of default and gross negligence deserving a severe penalty. | See Appendix, p. 377. |
| 181. **"Ruby,"** *of Dundee,* Schooner, 110 Tons. Official No. 24,791. GEORGE SHAND, *Master.* C.C. No. 85,299. PETER TRAILL, *Mate.* C.C. No. 32,741. | Lloyd's A 1, 2.76 - | Dundee, 1859 - Wood. | A M. Banks, Dundee, and others. | Stranded on the Bell Rock, off the Coast of Forfarshire, on the 28th of May 1876. Total. | Inquiry held at Dundee before J. Cunningham, T. Smith, and J. Sharp, Esqrs., Justices of the Peace, assisted by Captains G. T. Holt and C. Y. Ward, as Assessors, on the 13th and 14th of June 1876. | — | Stranded through the default of the Master in approaching too close to a well known danger. His certificate suspended for 6 months. The Mate in no way to blame. His certificate returned to him. | See Appendix, p. 378. |
| **"S. M. C."** *See* **"Flying Squall."** | | | | | | | | |

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| 182. "**St. Malo,**" *of London,* Ship, 1,490 Tons. Official No. 22,047. ALEXANDER BLAIR, *Master.* C.C. No. 24,766. | Lloyd's *A A 1, 2.76 - Liverpool 20 years, Red, 1.75. | Birkenhead, 1858. Iron. | R. Rankin and D. Jardine, Liverpool. | Stranded about a mile west of Dungeness, on the 20th of February 1876. Total. | Inquiry held at Rye before C. P. Meryon and T. Hinds, Esqrs., Justices of the Peace, assisted by Rear Admiral R. A. Powell and Captain A. Ronaldson, as Assessors, on the 7th, 8th, and 9th of March 1876. | — | The Master had navigated his ship with care and prudence up to 10 o'clock on the night of the casualty, but when she fell off and headed inshore he should have kept his lead going. A Deal boatman whom he had taken on board to assist him in the navigation of the ship misled him as to the ship's position, and the Master committed a grave error in judgment in not taking greater precaution to ascertain if his ship was getting into danger. His certificate returned to him, with an admonition to use greater precaution in the future. | See Appendix, p. 378. |
| 183. "**Sarah Love,**" *of North Shields,* Barque, 394 Tons. Official No. 13,344. HENRY FULCHER, *Master.* C.C. No. 30,706. WILLIAM CATCHPOLE, *Chief Mate.* C.C. No. 85,200. | Lloyd's Æ 1, 9.74 - | Sunderland, 1857 Wood. | E. A. Robinson, Blyth | Foundered in the Baltic, in Lat. 55° N., Long. 14° E., on the 29th of October 1875. Total. | Inquiry held at Tynemouth before G. Cleugh and J. Green, Esqrs., Justices of the Peace, assisted by Captains J. S. Castle and W. Parfitt, as Assessors, on the 25th and 26th of November 1875. | — | Loss of vessel caused by a leak in the bow. The Master in default for not causing the pumps to be worked with sufficient promptitude, continuity, and vigour at a time when it was most necessary to do so. His certificate suspended for three months. The Mate's certificate returned to him. | See Appendix, p. 379. |
| 184. "**Sarah Richardson,**" *of Sunderland,* Brig, 247 Tons. Official No. 26,708. GEORGE WATE, *Master.* C.C. No. 11,310. | Lloyd's Æ 1, 8.75 - | Stockton, 1839 - Wood. | G. Wate, Sunderland - | Stranded on Hammond's Knoll, off the Coast of Norfolk, on the 16th of September 1875. Total. | Inquiry held at Sunderland before J. Nicholson and J. Crozier, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle and Commander J. F. Prowse, R.N., as Assessors, on the 1st, 2nd, and 4th of October 1875. | — | Lost through the insubordination of the crew, who refused duty, alleging that the ship was unseaworthy. The charge of drunkenness made against the Master not proved. Vessel perfectly seaworthy when she left port, and Master not in default for her loss. As his certificate had been lost in the vessel it was recommended that a new one should be issued in lieu of it. | See Appendix, p. 379. |
| 185. "**Sarpedon,**" *of Liverpool,* Barque, 560 Tons. Official No. 37,184. ROBERT HUGH LIGHTBODY, *Master.* C.C. No. 83,540. | - - - | Kennebecassis, N.B., 1861. Wood. | W. Hamilton, Dalhousie, N.B. | Abandoned in Lat. 46° N., Long. 48° W., on the 29th of October 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Rear Admiral R. A. Powell and Captain G. Beall, as Assessors, on the 26th and 27th of November 1875. | 1 | The disaster to the "*Sarpedon,*" which appeared to have left port on her last voyage well found and in good condition, was clearly to be attributed to the severe gale which she encountered, and which caused her to leak. Her deck load caused her to strain. Abandonment of vessel justifiable. The Master's certificate, which had been lost in the vessel, was recommended to be re-issued to him. | See Appendix, p. 380. |

| Name &c., of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 186. "**Saucy Jack,**" *of Great Yarmouth,* Schooner, 124 Tons. Official No. 24,655. CHARLES TRETT, *Master.* Not certificated. | - - - | Yarmouth, Norfolk, 1841. Wood. | G. Blake, Yarmouth, and others. | Stranded on Yarmouth Beach, Norfolk, on the 23rd of October 1875. Total. | Inquiry held at Great Yarmouth before C. Woolverton and J. W. De Caux, Esqrs., Justices of the Peace, assisted by S. T. Cornish, Esq., and Captain E. White, R.N., as Assessors, on the 2nd of November 1875. | — | Vessel although anchored in a usual place was brought up rather too close inshore considering the direction of the wind. The Master showed some want of energy. Had the cables been in good condition they would not have parted in such weather. | See Appendix, p. 380. |
| 187. "**Savage,**" *of Penzance,* Three-masted Schooner, 149 Tons. Official No. 2,349. MATTHEW STEVENS, *Master.* C.S. No. 72,430. | Lloyd's A 1, 8.74 - | Penzance, 1846 Wood. | A. Berryman, Penzance | Parted from her moorings at Catanzaro, Italy, on the 14th of October 1875, and stranded, her entire crew being at the time on shore. Total. | Inquiry held at Penzance before W. H. Rodd and J. R. Branwell, Esqrs., Justices of the Peace, assisted by Captains G. T. Holt and A. Ronaldson, as Assessors, on the 21st and 22nd of December 1875. | — | Master highly to blame for taking the vessel to such an unsafe anchorage as Catanzaro to load. He was also to blame for not having paid sufficient attention to his barometer. Under the circumstances it was impossible to work off shore. The Master was justified in leaving his vessel to save the lives of himself and crew. His certificate returned to him. | See Appendix, p. 380. |
| 188. "**Shannon,**" S.S., *of London,* 2,187 Tons. Official No. 27,784. EDWARD MONTAGU LEEDS, *Master.* C.C. No. 2,928. JOHN WOONE, *Chief Mate.* C.C. No. 25,506. | - - - | Govan, 1859 - Iron. | The Royal Mail Steam Packet Co., London. | Stranded on the Horseshoe Shoal, off the Pedro Bank, near Jamaica, on the 8th of September 1875. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Commander H. Knox, R.N., as Assessors, on the 23rd, 24th, and 25th of November, and the 1st of December 1875. | — | The velocity of the current setting to the westward was greater than the Master's experience led him to suppose, or than his chart and Admiralty sailing directions indicated. The Court were, therefore, disposed to regard the casualty, in the absence of any indication of danger, to have arisen from an unsuspected cause rather than the omission of due care in the navigation of his ship, and returned the Master his certificate. | See Appendix, p. 381. |
| 189. "**Smile,**" *of Swansea,* Barque, 281 Tons. Official No. 60,640. FRANCIS PHILLIPS, *Master.* C.C. No. 82,960. | Lloyd's 7 A 1, 5.74 - | Prince Edward Island, 1867. Wood. | C. Richards, Swansea - | Abandoned in Lat. 44° 12′ N., Long. 40° 29′ W., on the 12th of September 1875. Total | Inquiry held at Swansea before J. C. Fowler, Esq., Stipendiary Magistrate, assisted by Commander H. Knox, R.N., and Captain J. S. Castle, as Assessors, on the 26th, 27th, and 28th of October 1875. | — | The vessel left Bull River, Charlestown, in a seaworthy condition, and her loss was only to be attributed to a peril of the sea. No blame attached to the Master, who was justified in abandoning the vessel. His certificate returned to him. | See Appendix, p. 381. |

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| 190. "**Sophia Jane,**" *of North Shields,* Brig, 278 Tons. Official No. 60,506. ROBERT COOPER, *Master.* C.C. No. 34,724. | Lloyd's 10 A 1, 1.73 - | Seaham, 1868 - Wood. | G. Stavers, Morpeth, Northumberland, and others. | Burned through spontaneous combustion of cargo (tobacco), about 30 miles E. by S. of Start Point, on the 24th of June 1876. Total. | Inquiry held at Tynemouth before G. Bell and J. Robinson, Esqrs., Justices of the Peace, assisted by Captains T. Beasley and G. T. Holt, as Assessors, on the 11th and 12th of July 1876. | — | Destroyed by spontaneous combustion of cargo, and not through any default of the Master. Master deserving of censure for not endeavouring to extinguish the fire by the application of water after breaking bulk and getting the bales of tobacco on deck. | See Appendix, p. 382. |
| 191. "**Sophia Joakim,**" *of London,* Ship, 1,083 Tons. Official No. 48,748. JOHN FLEET BARLOW, *Master.* C.C. No. 29,687. | Lloyd's * A A 1, 8.74 - | Sunderland, 1864 Iron. | A. Howden, London, and others. | Stranded about three miles West of Dungeness, on the 23rd of January 1876. Partial. | Inquiry held at Gravesend before W. Lake, Esq., Mayor, and M. A. Troughton, Esq., Justice of the Peace, assisted by Captain W. Parfitt and Captain E. White, R.N., as Assessors, on the 8th, 11th, 12th, and 15th of February 1876. | — | Stranding attributed to the Master having committed a grave error in judgment in not having his crew on deck ready to tack the ship when Dungeness Light showed red. The crew showed great reluctance in turning out, and when on deck positively refused to work the ship at a critical moment, in consequence of which she made a sternboard, which, together with the tide, which was setting on shore rapidly (and with which the Master ought to have been acquainted), drove her on to the beach. The Master was admonished to be more careful in future; but his certificate was returned to him. | See Appendix, p. 382. |
| 192. "**Sparkenhoe,**" *of Dublin,* Ship, 1,253 Tons. Official No. 52,493. JAMES KELLY, *Master.* C.C. No. 90,111. THOMAS ASKEW, *Chief Mate.* C.C. No. 33,134. | - - - | Kingston, Canada, 1865. Wood. | J. Martin, Dublin - | Abandoned in Lat. 40° 30′ N., Long. 14° 40′ W., on the 30th of November 1875. Total. | Inquiry held at Bristol before J. A. Jones, Esq., Mayor, and H. Mills, Esq., Justice of the Peace, assisted by Captains J. Steele and G. T. Holt, as Assessors, on the 25th, 26th, 27th, 28th, and 29th of January, and the 1st of February 1876. | — | Vessel prematurely abandoned. Master and officers did not exercise the proper interest and energy devolving upon their respective stations, and the crew were remiss in not displaying sufficient fortitude and seamanlike endurance. Ballast on board not suited for long voyages without properly fitted shifting boards. Master's certificate suspended for 9 months. Mate and crew censured. Owner ordered to pay 40*l.* towards the costs of the inquiry. | See Appendix, p. 383. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 193. **"Spectre,"** *of Prince Edward Island,* Brigantine, 148 Tons. Official No. 66,438. JOHN THOMAS, *Master.* C.C. No. 152. | Lloyd's 7 A 1, 9.74 - | Prince Edward Island, 1874. Wood. | A. Lord, Charlottetown, Prince Edward Island. | Stranded on the Gunfleet Sand, on the 28th of October 1875. Total. | Inquiry held at Gravesend before J. H. Hatten and G. Muller, Esqrs., Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain W. Curling, as Assessors, on the 16th and 17th of November 1875. | — | Loss attributed to an error in judgment on the part of the Master in mistaking the Sunk Light for the West Hinder Light, and the Gunfleet Light for the Ruylingen, these pairs of lights being similar. His certificate, which had been lost in the vessel, recommended to be renewed. | See Appendix, p. 384. |
| 194. **"Speculator,"** *of Newcastle,* Barque, 364 Tons. Official No. 21,873. HENRY BRUCE, *Master.* C.C. No. 91,925. | Lloyd's Æ 1, 12.74 - | Sunderland, 1858 Wood. | J. R. Watson, Newcastle. | Stranded on Hasborough Sand, on the 6th of December 1875. Total. | Inquiry held at South Shields before J. A. Yorke, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, on the 11th and 12th of January 1876. | 5 | Loss of vessel occasioned (subject, however, to such explanation as might have been afforded by the Master and Mate, who were unfortunately drowned) by a want of those precautions and an absence of those seamanlike qualities and skill necessary for the safety and preservation of the vessel under the circumstances in which she was placed. | See Appendix, p. 384. |
| 195. **"Stanley Main,"** S.S., *of Goole,* 450 Tons. Official No. 67,817. ROBERT THORNTON, *Master and Pilot.* C.C. No. 89,925. | Lloyd's 90 A 1, 12.75 - | Goole, 1875 - Iron. | The Yorkshire Coal & Steamship Co., Goole. | Stranded on the Redcliffe Sand, River Humber, on the 20th of May 1875. Total. | Inquiry held at Goole before R. Creyke and J. Beachell, Esqrs., Justices of the Peace, assisted by Commander H. Knox, R.N., and Captain J. S. Castle, as Assessors, on the 7th, 8th, and 9th of June 1876. | — | Lost through the reckless navigation of the Master in attempting to take his vessel through a channel which is considered unsafe for ships of the *"Stanley Main"* class. His certificate suspended for 6 months. | See Appendix, p. 385. |
| 196 **"Stannington,"** S.S., *of London,* 140 Tons. Official No. 67,297. EDWARD JAMES BEARMAN, *Master.* C.C. No. 14,500. JAMES WARWOOD, *Mate.* C.C. (*as Master*) No. 15,330. | Lloyd's 90 A, 5.74 - | South Shields, 1871. Iron. | The Loire & Thames Transit Co., London. | Collision about 15 miles S. by E. of Beachy Head, on the 1st of June 1875. Partial. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, on the 10th and 20th of August 1875. | — | As no evidence was produced on behalf of the barque in respect of the collision the Court refrained from expressing any opinion on that point. The Master and the other members of the crew of the *"Stannington"* were justified in leaving their vessel as they did. The certificates of the Master and Mate returned to them. | See Appendix, p. 385. |
| **"Athena,"** German barque, 1,095 Tons. — BELLMER, *Master.* | Veritas, 5/6, A. 1. 1., for 1 year, from May 1875, 2.76. | Quincy, U.S., 1857. Wood. | D. Schilling, Bremen - | Partial. | - - - - | — | | |

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| 197. "**Strathmore,**" *of Dundee.* Ship, 1,472 Tons. Official No. 72,544. CHARLES MACDONALD, *Master.* C.C. No. 25. | Lloyd's 100 A 1, 3.75 - | Dundee, 1875 - Iron. | D. Bruce, Dundee, and others. | Stranded on Apostles Island, one of the Crozet Group, Southern Indian Ocean, on the 1st of July 1875. Total. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captain E. White, R.N., and Captain T. Beasley, as Assessors, on the 2nd, 3rd, 4th, and 16th of May 1876. | 44 | Loss of vessel attributed to the imprudence on the part of the Master in proceeding at night in a dense fog, when his dead reckoning showed him that he was in the immediate vicinity of the Crozet Islands, especially as he had had no sights for at least three or four days previously, and might have been warned of his proximity to land by passing a quantity of seaweed the day before the disaster. (The Master drowned.) | See Appendix, p. 386. |
| 198. "**Strathtay,**" S.S., *of Dundee,* 799 Tons. Official No. 63,984. JAMES WELCH. *Master.* C.C. No. 22,076. | Liverpool 20 years, Red, 3.75. | Dundee, 1871 - Iron. | W. Thomson, Dundee | Stranded on a reef off the Island of Bic, River St. Lawrence, on the 21st of June 1875. Total. | Inquiry held at Dundee before J. Walker and R. McGavin, Esqrs., Justices of the Peace, assisted by Captains G. Burnett and C. Y. Ward, as Assessors, on the 25th, 26th, and 28th of October 1875. | — | Stranded through careless navigation on the part of the Master. His certificate suspended for 6 months. | See Appendix, p. 387. |
| 199. "**Stuart Hahnemann,**" *of Liverpool,* Ship, 1,997 Tons. Official No. 70,849. ALFRED VAN NORDEN, *Master.* C.C. No. 20,945. | Lloyd's 100 A 1, 7.74 - Liverpool 20 years, Red, 7.74. | Dumbarton, 1874 Iron. | Stuart and Douglas, Liverpool. | Capsized in the Indian Ocean, in about Lat. 8° S., Long. 70° E., on the 14th of April 1875. Total. | Inquiry held at Liverpool before H. Mansfield, Esq., Stipendiary Magistrate, assisted by Captains J S. Castle and C. E. Pryce and W. H. Moore, Esq., as Assessors, on the 23rd, 24th, 25th, 26th, 27th, and 28th of August 1875. | 38 | Loss of ship attributed to her carrying too heavy a press of sail until the wind had increased, when the sail could not be taken in. (The Master and all the officers drowned.) | See Appendix, p. 387. |
| 200. "**Sultana,**" *of St. John's, Newfoundland,* Brig, 104 Tons. Official No. 34,324. JAMES BURGESS, *Master.* Not certificated. | - | Trinity Bay, Newfoundland, 1859. Wood. | J. Chapman, Liverpool | Stranded near Coverack, Cornwall, on the 30th of January 1876. Total. | Inquiry held at Penzance before W. H. Rodd and R. R. Victor, Esqrs., Justices of the Peace, assisted by Captain W. Curling and Captain E. White, R.N., as Assessors, on the 18th and 19th of February 1876. | — | Loss of vessel attribued solely to the careless navigation of the Master. His certificate suspended for 6 months. | See Appendix, p. 388. |
| 201. "**Sumatra,**" *of Liverpool,* Ship, 1,324 Tons. Official No. 48,798. JOHN SEALS, *Master.* C.C. No. 10,668. | Lloyd's cont., Oct. 1871, 5. A 1, 4.71. | Quebec, 1863 - Wood. | J. Alexander, Liverpool | Leaky and abandoned in Lat. 50° 57′ N., Long. 18° 36′ W., on the 7th of December 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Rear Admiral R. A. Powell, as Assessors, on the 7th, 8th, and 10th of January 1876. | — | The vessel appeared to have been seaworthy when she left Calcutta on her homeward voyage and no adequate cause could be discovered for the disaster. The Master seemed to have acted for the best under the circumstances in which he was placed, and his certificate was returned to him. | See Appendix, p. 388. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 202. "**Surprise,**" *of Maldon,* Schooner, 140 Tons. Official No. 19,030. GEORGE SMEE, *Master.* Not certificated. | - - - | Sandwich, 1852 Wood. | G. Smee, Maldon, Essex | Stranded on Friskney Flats, Lincolnshire, on the 14th of April 1876, and subsequently destroyed by fire. Total. | Inquiry held at Maldon before J. G. Sadd, Esq., Mayor, and H. T. Eve, Esq., Justice of the Peace, assisted by Captain J. Steele and Staff Commander G. H. Forster, R.N., as Assessors, on the 16th of May 1876. | — | Stranded through the peril of the sea, and the subsequent loss by fire appeared to have been purely accidental. | See Appendix, p. 389. |
| 203. "**Susan,**" S.S., *of London,* 558 Tons. Official No. 65,711. WILLIAM MASTERS, *Master.* C.C. No. 16,577. | Liverpool 18 years, Red, 7.72. | Sunderland, 1872 Iron. | H. Collings, London | Stranded near Ceuta Point, Coast of Morocco, on the 17th of June 1875. Total. | Inquiry held at Greenwich, before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Rear Admiral R. A. Powell, as Assessors, on the 4th of August 1875. | — | From the evidence no other conclusion could be come to than that the "*Susan*" was lost upon a dangerous rocky patch, neither laid down in the Admiralty chart of 1872, nor upon Imray's chart of 1875, by which the vessel was navigated. The Master's certificate returned to him. | See Appendix, p. 389. |
| 204. "**Tagus,**" S.S., *of London,* 1,892 Tons. Official No. 65,582. THOMAS WOOLWARD, *Master.* C.C. No. 2,731. MAURICE TRENHAM STOCKER, *Second Mate.* C.C. No. 88,524. | - - - | Govan, 1871 Iron. | The Royal Mail Steam Packet Co., London. | Collision about 7 miles E.S.E. of the Lizard, on the 28th of November 1875. No damage. | Inquiry held at Greenwich before J. Balguy, Esq., Stipendiary Magistrate, assisted by Captain H. Harris and Captain E. White, R.N., as Assessors, on the 16th, 17th, and 18th of December 1875. | — | Collision caused by the Second Mate of the "*Tagus,*" who was in charge of the deck at the time of the collision, neglecting the observance of the 15th and 16th articles of the steering and sailing rules. His certificate suspended for 3 months. As the charge against the Master of the "*Tagus*" of failing to render assistance after the collision was withdrawn his certificate was returned to him. | See Appendix, p. 390. |
| "**Zoophite,**" *of Weymouth,* Brig, 161 Tons. Official No. 15,787. WILLIAM ATHWOOL NEWMAN, *Master.* Not certificated. | - - - | Sunderland, 1856 Wood. | J. N. Read, Portland, and others. | Total. | - - - | — | | |

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| 205. "**Teazer,**" *of Whitby,* Barque, 284 Tons. Official No. 21,696. JOHN HARRISON STORM, *Master.* C.C. No. 82,205. | Lloyd's cont., 1870, 8 A 1, 3.73. | Dartmouth, 1850 Wood. | J. H. Storm, Whitby - | Stranding of the barque "*Teazer*" on Whitby Sands, whilst being towed into Whitby Harbour by the steam tug "*Emu,*" on the 18th of October 1875. Partial. | Inquiry held at Whitby before E. H. Turton and E. Corner, Esqrs., Justices of the Peace, assisted by Captains E. Hight and J. Steele, as Assessors, on the 5th and 6th of November 1875. | — | The Master of the "*Teazer*" acquitted of default and his certificate returned to him. Master of the "*Emu*" severely censured for not towing the "*Teazer*" into a more weatherly position before leaving her, but his certificate was returned to him. | See Appendix, p. 390. |
| "**Emu,**" Steam tug, *of Whitby,* 7 Tons. Official No. 65, 385. FRANCIS DAVISON FORREST, *Master.* C.S. No. 39,526. | - - - | Low Walker, 1871. Wood. | The Whitby Steam Boat Co., Whitby. | No damage. | - - - - | — | | |
| 206. "**Thessalia,**" *of Whitby,* Brig, 271 Tons. Official No. 27,074. JOHN BROWN VICKERS, *Master.* C.C. No. 81,711. JOHN CROSBY, *Mate.* C.C. No. 99,230. | - - - | Sunderland, 1854 Wood. | T. Marwood, & others, Whitby. | Stranded on Craster Skeres, off the Coast of Northumberland, on the 26th of October 1875. Total. | Inquiry held at Whitby before A. W. English and E. Corner, Esqrs., Justices of the Peace, assisted by Captains E. Hight and J. Steele, as Assessors, on the 9th and 10th of November 1875. | — | Stranding caused by the Master's want of prudence in keeping his vessel heading on to the shore in thick weather, and by the neglect of the Mate in not calling the Master when the weather became thicker, and not instantly putting the helm down when the noise of the breakers was reported to him by the man at the wheel. The certificates of the Master and Mate suspended for 6 months. | See Appendix, p. 391. |
| 207. "**Thomas Sorby,**" S.S., *of Middlesborough,* 952 Tons. Official No. 70,431. SAMUEL JOHNSON, *Master.* C.C. No. 31,135. | Ll. 90 A 1, 4.75 - | Stockton-on-Tees, 1875. Iron. | J. B. Walker, Middlesborough, and others. | Stranded on the Ooster Bank, Coast of Holland, on the 6th of October 1875. Total. | Inquiry held at Middlesborough before C. J. Coleman, Esq., Police and Stipendiary Magistrate, assisted by Captains B. G. W. Nicolas and A. Ronaldson, as Assessors, on the 26th, 27th, and 28th of October 1875. | — | The disaster arose from the Master not repeating his signal for a Pilot when he found his first signal was not responded to, and through his not verifying his position by the lights then in sight, and by the constant use of the lead. He ought also to have put his vessel's head to the northward and westward on discerning the Nun Buoy. His certificate suspended for 6 months. | See Appendix, p. 391. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 208. "**Tornado,**" *of Greenock,* Ship, 1,098 Tons. Official No. 35,202. DANIEL WILSON, *Master.* C.C. No. 87,526. | Lloyd's Æ 1, 7.75 - | St. John, N.B., 1857. Wood. | G. Adam, Greenock, and others. | Leaky and subsequently stranded in the Bay of Islands, Coast of Newfoundland, on the 29th of September 1875. Total. | Inquiry held at Glasgow before W. MacLean and W. Shaw, Esqrs., Justices of the Peace, assisted by Captains G. Burnett and C. Y. Ward, as Assessors, on the 9th, 10th, and 11th of May 1876. | 1 | The Master erred in judgment in twice trying to make the passage through the Straits of Belle Isle, with a deeply laden ship at a late season of the year. Having put into the Bay of Islands with his ship water-logged and unmanageable, and while endeavouring to come to anchor, he showed great want of energy in not shackling one chain to the other while the vessel was drifting across the bay. He was severely censured and reprimanded, but his certificate was returned to him. | See Appendix, p. 392. |
| "**Toveruus.**" *See* "**Clutha.**" | | | | | | | | |
| 209. "**Tryphena,**" *of Cardigan,* Brigantine, 192 Tons. Official No. 53,681. WILLIAM HARRIES, *Master.* C.S. No. 41,347. | - - - | New London, Prince Edward Island, 1865. Wood. | B. W. Harries, Fishguard, Pembrokeshire, and others. | Stranded on Coldknap Point, Bristol Channel, on the 3rd of January 1876. Partial. | Inquiry held at Cardiff before R. O. Jones, Esq., Stipendiary Magistrate, assisted by Captain J. S. Castle and Lieutenant C. S. Broome, R.N., as Assessors, on the 24th and 25th of January 1876. | — | Stranded through the drunkenness of the Master. His certificate suspended for 2 years. | See Appendix, p. 393. |
| 210. "**Turkestan,**" *of Liverpool,* Ship, 1,418 Tons. Official No. 69,345. JAMES BROWN, *Master.* C.C. No. 29,441. | Lloyd's 100 A 1, 3.75 - Liverpool 20 years in Red, 3.74. | South Stockton, 1874. Iron. | The British and Eastern Shipping Co., Liverpool. | Stranded on Harlech Beach, Tremadoc Bay, Merionethshire, on the 17th of February 1876. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain J. Sceales and Lieut. C. S. Broome, R.N., as Assessors, on the 20th, 21st, 22nd, and 23rd of March 1876. | — | Master in default for neglecting to use the lead in thick weather. His certificate suspended for 3 months. | See Appendix, p. 393. |
| 211. "**Tweed,**" *of Scarborough,* Schooner, 130 Tons. Official No. 154. JAMES BRUCE, *Master.* C.S. (*as Mate*) No. unknown. | - - - | Berwick-upon-Tweed, 1847. Wood. | G. Wray, Scarborough, and others. | Foundered about 4 miles from the Dudgeon Light-vessel, on the 14th of April 1876. Total. | Inquiry held at Sunderland before G. R. Booth and A. G. McKenzie, Esqrs., Justices of the Peace, assisted by Captains E. Hight and G. T. Holt, as Assessors, on the 5th and 6th of May 1876. | — | Foundering caused by the unusual violence of the weather. The Master did everything in his power for the safety of the vessel and the lives under his charge. | See Appendix, p. 393. |

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| 212. "**Union,**" S.S., *of Glasgow,* 37 Tons. Official No. 55,446. THOMAS ROSS, *Master.* Not certificated. | - - - | Port Glasgow, 1867. Iron. | T. Ross, Newburgh, Fife. | Stranded near St. Andrew's, Fife, on the 27th of May 1875. Total. | Inquiry held at Dundee before C. Edward and R. Mc Garoun, Esqrs., Justices of the Peace, assisted by Captain G. Burnett, as Assessor, on the 18th of August 1875. | – | From the condition of her hull and machinery the vessel was not fit for the service in which she was engaged, and in consequence of the persons in charge not being sailors, she was not navigated with the skill and care necessary for her safety, nor for the due protection of life or property. | See Appendix, p. 394. |
| 213. "**Unity,**" *of Cork,* Brigantine, 127 Tons. Official No. 8,340. JOHN FOLEY, *Master.* Not certificated. | - - - | St. Stephen's, N.B., 1835. Wood. | D. Whelan, Cork - | Abandoned off the Coast of Pembrokeshire, on the 6th of September 1875. Total. | Inquiry held at Cork before D. A. Nagle, Esq., Mayor, and W. L. Perrier, Esq., Justice of the Peace, assisted by Commander J. B. Warren, R.N., as Assessor, on the 30th of September and 2nd of October 1875. | — | Vessel not abandoned until there was no hope of saving her. Cause of leak unknown. | See Appendix, p. 394. |
| Unknown barque. *See* "**Paraense.**" | | | | | | | | |
| 214. "**Uzella,**" *of Fowey,* Schooner, 95 Tons. Official No. 21,013. JOHN SOLOMAN, *Master.* Not certificated. | - - - | Charlestown, Cornwall, 1839. Wood. | J. D. Lelean, Mevagissey, Cornwall. | Abandoned in the North Sea, about 120 miles N.W. of Heligoland, on the 29th of September 1875. Total. | Inquiry held at Tywardreath, Cornwall, before J. W. Peard and E. J. Treffey, Esqrs., Justices of the Peace, assisted by Captain J. S. Castle, as Assessor, on the 5th and 6th of November 1875. | — | Vessel seaworthy on leaving Harburg. Leak occasioned by stress of weather or a peril of the sea. No blame attached to Master for abandoning vessel at the time he did. | See Appendix, p. 395. |
| 215. "**Vanguard,**" S.S., *of London,* 566 Tons. Official No. 65,674. M. GARSON, *Master.* C.C. No. 82,375. | Lloyd's 100 A 1, 6.75 - | Willington Quay, 1872. Iron. | R. C. Bucknall and others, London. | Collision near the Swin Middle Lightship, on the 4th of August 1875. Partial. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Commander H. Knox, R.N., and Captain J. S. Castle, as Assessors, on the 12th and 13th of October 1875. | — | "*Vanguard*" alone to blame for the collision, but considering the extreme difficulty in which the Master was placed from his close proximity to the light-vessel on the one hand and the schooner on the other, it was not considered a case in which he should be punished by the suspension of his certificate. | See Appendix, p. 395. |
| "**Hillechina Amelia,**" Dutch schooner, 143 Tons. A. N. REDEKER, *Master.* | Ver. 3/3, G. 1. 1., for 2 years, from Sept. 1874, 9.74. | Unknown - Wood. | R. G. Vanderback & Son, Holland. | Total. | - - - - | — | | |
| 216. "**Vesper,**" S.S., *of Hartlepool,* 380 Tons, Official No. 52,569. JACOB TOLSEN, *Master.* Not certificated. ALEXANDER VIPOND, *Chief Mate.* C.C. No. 92,960. | Lloyd's A B 1, 2.74 - | Dundee, 1866 - Iron. | B. R. Huntley, Hartlepool, and others. | Stranded on the Kish Bank, Irish Sea, on the 13th of January 1876. Total. | Inquiry held at West Hartlepool before W. J. Young and E. S. Jobson, Esqrs., Justices of the Peace, assisted by Captains B. G. W. Nicolas and R. Wilson, as Assessors, on the 28th and 29th of January 1876. | — | Lost through the carelessness of the Master in not taking ordinary precautions whilst approaching a dangerous locality, and in neglecting to use the lead. He was ordered to pay 5*l.* towards the costs of the inquiry, and was severely reprimanded for causing the log to be altered as to distances from the lights, after the vessel was lost. The conduct of the Chief Mate could not be too strongly condemned for erasing and altering, at the request of the Master, the figures in the ship's log, with the intention of misleading the Court as to the distance the ship was off the land. | See Appendix, p. 395. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 217. **"Vicksburg,"** S.S., *of Liverpool*, 1,598 Tons. Official No. 65,942. WILLIAM L. BENNETT, *Master*. C.C. No. 89,036. (Extra.) JOSEPH LAYBOURNE, *Chief Mate*. C.C. No. 7,954. | Lloyd's 100 A 1, 2.74 - | Dumbarton, 1872 Iron. | The Mississippi and Dominion Steamship Co., Liverpool. | Foundered through collision with ice in Lat. 46° N., Long. 50° W., on the 1st of June 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Commander H. Knox, R.N., and Captain C. E. Pryce, as Assessors, on the 13th and 16th of July 1875. | 72 | On meeting with ice the Master should have hove to till daylight, and such a proceeding would have been in strict accordance with the printed instructions of the Company. There was a want of due preparation on the part of the officers and crew in the arrangements for manning the boats, and had the instructions of the Company respecting the boats been properly carried out, and the boats lowered earlier, every life might have been saved. There was no foundation for the implied charge of drunkenness which was insinuated in the evidence of one witness against the Chief Mate. (The Master and officers drowned.) | See Appendix, p. 396. |
| 218. **"Virgin,"** *of Carnarvon*, Schooner, 86 Tons. Official No. 44,248. JOHN THOMAS, *Master*. Not certificated. | Lloyd's cont., 1873, 3 A 1, 3.74. | Bideford, 1863 - Wood. | O. Roberts and others, Carnarvon. | Stranded in Hollesley Bay, Coast of Suffolk, on the 5th of December 1875. Partial. | Inquiry held at Woodbridge before F. G. Doughty and J. F. P. Fitzgerald, Esqrs., Justices of the Peace, assisted by Captain J. Steele, as Assessor, on the 21st and 22nd of December 1875. | — | Parted cable during a gale, and as second anchor was dragging, the Master made an unsuccessful attempt to slip the cable and get to sea. He was aquitted of all blame for the stranding. | See Appendix, p. 397. |
| 219. **"Vulture,"** S.S., *of London*, 345 Tons. Official No. 12,765. GEORGE CAINE, *Master*. C.S. (*as Mate*) No. 64,989. | - - - | Sunderland, 1855 Iron. | J. V. Gooch, Greenwich | Stranded on the Nash Sands, Bristol Channel, on the 17th of January 1876. Partial. | Inquiry held at Cardiff before R. O. Jones, Esq., Stipendiary Magistrate, assisted by Captain J. Steele and Commander H. Knox, R.N., as Assessors, on the 3rd and 4th of February 1876. | — | Casualty arose from the vessel passing Morte Point at a greater distance than the Master supposed. Had the lead been hove more frequently he would have been warned of his danger. His certificate returned to him with a caution to be more careful in the use of the lead in such weather as prevailed on this occasion. | See Appendix, p. 397. |

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| 220. "**Wansbeck,**" S.S., *of London,* 405 Tons. Official No. 16,788. THOMAS BAKER, *Master.* C.C. No. 27,389. JAMES THOMAS CASTLES, *Chief Mate.* C.S. (*as Master*) No. 51,695. | - - - | Low Walker, 1857. Iron. | The General Steam Navigation Co., London. | Collision near the Maplin Sands, on the 9th of March 1876. No damage. | Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Staff Commander G. H. Forster, R.N., and Captain J. S. Castle, as Assessors, on the 27th, 28th, and 30th of March 1876. | — | Collision caused by the want of a proper look-out being kept on board the "*Wansbeck*" whilst the vessel was in charge of the Chief Mate. His certificate suspended for 6 months. | See Appendix, p. 397. |
| "**Express,**" Fishing smack, *of London,* 57 Tons. JOHN ATKINSON, *Master.* Not certificated. | - - - | Aldeburgh, 1859 Wood. | T. P. Fisher, Greenwich | Total. | - - - - | 1 | | |
| 221. "**Waterloo,**" *of Cork,* Brigantine, 101 Tons. Official No. 15,317. ROBERT JEFFORDS, *Master.* Not certificated. | - - - | Bideford, 1816 - Wood. | R. Jeffords, Cork - | Stranded on Northam Sands, Devon, on the 6th of November 1875. Total. | Inquiry held at Cork before J. S. MacLeod, Esq., Stipendiary Magistrate, assisted by Captain E. White, R.N., as Assessor, on the 30th of November and 1st and 2nd of December 1875. | — | Stranding attributed to a grave error in judgment on the part of the Master in mistaking Lundy Island Light for the Hartland Point Light. | See Appendix, p. 398. |
| 222. "**Wellington,**" *of North Shields,* Barque, 394 Tons. Official No. 14,740. JOHN WILSON, *Master.* C.C. No. 33,.253 | Lloyd's Æ 1, 5.74 - | North Shields, 1855. Wood. | J. Wait and others, North Shields. | Stranded near Gibraltar, on the 23rd of November 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Staff Commander G. H. Forster, R.N., and Captain W. Curling, as Assessors, on the 21st and 22nd of December 1875. | 8 | The "*Wellington*" appeared to have been solely navigated by the Master, who was unfortunately drowned, and there was a want of information as to his reasons for navigating his vessel as he did. He was probably unacquainted with the changeable currents of the locality, and the manner in which he acted could only be accounted for on the supposition that he was meeting a current which would retard his vessel 3 or 4 knots per hour. | See Appendix, p. 398. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 223. **"Western Empire,"** *of London,* Ship, 1,245 Tons. Official No. 42,750. WALTER HOBBS, *Master.* C.C. No. 9,676. DAVID BERTIE, *Chief Mate.* C.C. No. 94,617. **"What's that to you."** *See* **"J. E. McConnell."** | - - - | Quebec, 1862 - Wood. | J. Cairns, London, and others. | Abandoned in about Lat. 28° 53′ N., Long. 87° 54′ W., on the 18th of September 1875. Total. | Inquiry held at Newcastle before J. J. Hunter and J. Burrell, Esqrs., Justices of the Peace, assisted by Captain E. Hight and Staff Commander G. H. Forster, R.N., as Assessors, on the 6th and 7th of January 1876. | 7 | Mr. Bertie, the Chief Mate, who succeeded to the command after the death of the Master at Pensacola, was justified in abandoning the vessel when he did. Had the *"Western Empire"* been laden without a deckload, she would, in all probability, have accomplished her intended voyage. The loss of life through the upsetting of the longboat was attributed to an accident of the sea. Mr. Bertie's certificate returned to him. | See Appendix, p. 399. |
| 224. **"Wild Wave,"** *of Sunderland,* Schooner, 98 Tons. Official No. 46,825. THOMAS RAW, *Master.* Not certificated. | - - - | Prince Edward Island, 1863. Wood. | J. Candlish, Sunderland | Stranded at Caistor, Norfolk, on the 19th of November 1875. Total. | Inquiry held at Great Yarmouth before H. Teasdel and C. Woolverton, Esqrs., Justices of the Peace, assisted by Lieut. H. Brand, as Assessor, on the 29th and 30th of November 1875. | 2 | Lost in consequence of her course having been improperly altered by direction of the Master, whereby she was brought too near the land and obliged to go through Yarmouth Roads by the Cockle Gat, in attempting which she fouled the Cockle Lightship, damaged her rudder, and became unmanageable. The evidence as to the Master being under the influence of drink was somewhat conflicting, and no decision was come to on that point. (The Master drowned.) | See Appendix, p. 400. |
| 225. **"William Nelson,"** *of Dundalk,* Brigantine, 177 Tons. Official No. 51,922. OWEN JONES, *Master.* C.C. (*as Mate*) No. 32,409. | Lloyd's cont., July 1873, 3 A 1, 1.74. | Prince Edward Island, 1865. Wood. | J. Oakes and T. Williamson, Dundalk. | Stranded in Dundalk Bay, on the 13th of November 1875. Total. | Inquiry held at Dundalk before H. F. Keogh, Esq., Stipendiary Magistrate, assisted by Commander J. F. Lenon, R.N., as Assessors, on the 30th of November, and 2nd, 3rd, and 4th of December 1875. | 2 | Casualty due to the vessel being anchored in an insufficient depth of water and a gale afterwards setting into the bay. Had Owen Jones held a Master's certificate it would have been suspended, and as he had already suffered considerable pecuniary loss by the casualty no fine was inflicted. | See Appendix, p. 400. |

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| "**William Rawcliffe.**" *See* "**Balbec.**" | | | | | | | | |
| 226. "**William and John,**" *of Yarmouth,* Brig, 318 Tons. Official No. 58,607. WILLIAM PIGOT, *Master.* C.C. No. 87,543. | - - - | Stralsund, 1854 Wood. | W. Allan, Yarmouth - | Stranded on Kelly Bank, Gulf of Finland, on the 10th of October 1875. Total. | Inquiry held at Hull before T. H. Travis, Esq., Stipendiary Magistrate, assisted by Captains J. Steele and G. T. Holt, as Assessors, on the 13th of December 1875. | — | The Master in default for the stranding, as he neglected to consult his chart, and to keep the lights seen on a proper bearing. Had more energetic measures been taken the vessel might have been got off before she commenced to leak. The Master's certificate suspended for 12 months from the date of the disaster. | See Appendix, p. 401. |
| 227. "**X. L.,**" *of Goole,* Schooner, 73 Tons. Official No. 4,846. HENRY MARSHALL, *Master.* Not certificated. | - - - | Goole, 1848 - Wood. | J. Bannister and others, Goole. | Stranded on Winterton Beach on the 5th of December 1875. Total. | Inquiry held at Great Yarmouth before G. Blake and S. W. Spelman, Esqrs., Justices of the Peace, assisted by Staff Commander G. H. Forster, R.N., and Captain T. Beasley, as Assessors, on the 31st of December 1875. | 2 | Wrecked through the perils of the sea, and not from any fault on the part of the Master. The two men who were lost failed to avail themselves of the rocket apparatus, either through panic or exhaustion. | See Appendix, p. 402. |
| 228. "**Yembo,**" S.S., *of Sunderland,* 1,062 Tons. Official No. 68,923. THOMAS COLLING, *Master.* C.C. No. 32,375. | Liverpool 20 yrs., Red, 7.75. | Sunderland, 1875 Iron. | D. G. Pinkney and others, Sunderland. | Stranded at Ushant, Coast of France, on the 8th of August 1875. Total. | Inquiry held at Sunderland before J. Nicholson and J. N. Wilson, Justices of the Peace, assisted by Captain J. Steele and Commander J. F. Prowse, R.N., as Assessors, on the 24th, 25th, and 26th of August 1875. | – | Lost through the Master neglecting ordinary precaution in the navigation of the vessel. His certificate suspended for 12 months. | See Appendix, p. 402. |
| 229. "**Young England,**" *of Middlesborough,* Barque, 391 Tons. Official No. 2,293. RICHARD BROWN, *Master.* C.C. No. 32,302. | - - - | King's Lynn, 1853. Wood. | J. Trattles and others, Middlesborough. | Stranded on the Cockle Sand, Coast of Norfolk, on the 20th of October 1875. Total. | Inquiry held at Great Yarmouth before D. Barber, Esq., Mayor, and H. Teasdel, Esq., Justice of the Peace, assisted by Captain J. Steele and Captain E. White, R.N., as Assessors, on the 28th, 29th, and 30th of October 1875. | 12 | Stranding caused by an error in the Master's dead reckoning; but as no opportunity for correcting the dead reckoning by observation had been available during the passage from King's Haven, and as the Master had been attentive to his duties, he was considered free from blame, and his certificate, which had been lost in the vessel, was ordered to be renewed and restored to him. | See Appendix, p. 403. |
| 230. "**Zest,**" S.S., *of Liverpool,* 609 Tons. Official No. 60,800. GEORGE FARRAN, *Master.* C.C. No. 20,992. | Liverpool 18 yrs., Red, 7.73. | Dundee, 1870 - Iron. | Glynn & Son, Liverpool. | Stranded near Cape Raza, Coast of Portugal, on the 21st of July 1875. Total. | Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captain E. Hight and Rear Admiral R. A. Powell, as Assessors, on the 1st, 2nd, 3rd, and 4th of September 1875. | — | Master in default for steering a course calculated to carry him too near to the land, and especially for not hauling his ship more to the westward when the fog became very thick. His certificate suspended for 6 months. | See Appendix, p. 404. |
| "**Zoophite.**" *See* "**Tagus.**" | | | | | | | | |

## Table 47. STATEMENT of COURTS OF INQUIRY held in BRITISH POSSESSIONS abroad into the CAUSES of WRECKS, CASUALTIES, and COLLISIONS of British Vessels, of which Reports were received at the Board of Trade during the Year 1875–6.

*Note.—Inquiries held at the Bahamas are of a quasi-criminal nature, and do not interfere with certificates.*

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 1. **"Africana,"** *of St. John, N.B.*, Ship, 1,557 Tons. Official No. 37,160. FREDERICK JORDAN, *Master.* C.C. No. 85,537. | Ver. 3/3, L. 1. 1., for 2 years, from Dec. 1873, 6.74. | St. John, N.B., 1860. Wood. | D. V. Roberts, St. John, N.B. | Abandoned in the Indian Ocean in Lat. 33° 50′ S., Long. 26° 54′ E., on the 14th of July 1875. Total. | Inquiry held at Port Alfred before A. R. Innes, Esq., Resident Magistrate at Bathurst, on the 20th of July 1875. | — | No blame to Master or officers | See Appendix, p. 405. |
| 2. **Ajax,"** S.S., *of Sydney, N.S.W.*, Tonnage unknown. R. MCCUE, *Master.* C.S. No. unknown. (Colonial.) | - - - | Built 1873, place unknown. Iron. | Government of New South Wales. | Collision in Newcastle Harbour, N.S.W., on the 7th of January 1875. Partial. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, W. T. Allan, Esq., Chairman, on the 19th of January 1875. | — | The Court considered that the collision might have been avoided had more vigilance been used by the Master of the "*Ajax*." They exonerated the Master of the "*Morpeth*." | See Appendix, p. 405. |
| **"Morpeth,"** S.S., *of Sydney, N.S.W.*, 359 Tons. Official No. 43,226. J. CRAIGUE, *Master.* C.C. No. unknown. (Colonial.) | - - - | Low Walker, 1861. Iron. | Hunter River New Steam Navigation Co., Sydney. | Partial. | - - - - | — | | |
| 3. **"Albatross,"** *of Grangemouth*, Barque, 922 Tons. Official No. 25,860. THOMAS BRYSON, *Master.* C.C. No. 28,088. | Lloyd's Æ 1, 8.74 - Veritas 5/6, A. 2. 1., for 3 years, from April 1874, 4.74. | St. John, N.B., 1850. Wood. | A. Thompson, Grangemouth. | Sprung a-leak, and was abandoned in the Indian Ocean in Lat. 5° 27′ N., Long. 94° 35′ E. Total. | Inquiry held at Penang before D. J. Hatchen, Esq., Magistrate, and Lieut. P. A. Fox, R.N., Harbour Master, assisted by A. Eaglesham, Esq., as Assessor, on the 10th of August 1875. | — | No blame attached to anyone. Vessel sprang a-leak in bad weather. | See Appendix, p. 405. |
| 4. **"Alcandre,"** *of Melbourne*, Brigantine, 194 Tons. Official No. 42,974. WILLIAM CALDER, *Master.* C.C. No. unknown. (Colonial.) | - - - | Prince Edward Island, 1862. Wood. | J. Patterson, Melbourne | Collision in Port Philip Bay, Victoria, on the 4th of August 1875. Partial. | Inquiry held at Melbourne before the Steam Navigation Board of Victoria, on the 18th of January 1876. | — | Collision found to have been caused by breach of the steering and sailing rules on the part of both vessels, but the Board were of opinion that the breach arose more from error in judgment than default and returned the Masters' certificates. | See Appendix, p. 405. |

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| "**Gippslander,**" *of Melbourne,* Schooner, 40 Tons. Official No. 64,784. F. LIMXHOU, *Master.* C.C. No. unknown. (Colonial.) | - - - | Sandridge, 1873 Wood. | L. L. Jensen, Sale, Victoria. | Partial. | - - - - | — | | |
| "**Alexandria.**" *See* "**Kembla.**" | | | | | | | | |
| 5. "**Allendale,**" *of Sunderland,* Barque, 449 Tons. Official No. 28,432. H. W. CHAPPELL, *Master.* C.C. No. 17,967. | Lloyd's cont., 1872, 8 A 1, 6.74. | Sunderland, 1860 Wood. | J. Wilson, Sunderland | Stranded near Port Adelaide Lighthouse, South Australia, on the 8th of July 1875. Partial. | Inquiry held at Port Adelaide before the Marine Board of South Australia, on the 30th of July 1875. | — | The Board found that the channel where the vessel struck was shoaling and narrowing rapidly, and that no blame could be attached to the Pilot who was in charge. | See Appendix, p. 405. |
| "**Amy Robsart.**" *See* "**Kembla.**" S.S. | | | | | | | | |
| 6. "**Anna,**" *of London,* Schooner, 149 Tons. Official No. 57,704. ERNEST PERIÉ, *Master.* C.C. (French.) | - - - | Richmond, U.S. 1868. Wood. | Messrs. Wilson, Swale, & Co., Mauritius. | Stranded at Mahanoro, South Madagascar, on the 4th of October 1875. Total. | Inquiry held before the Marine Board at Mauritius, on the 1st of December 1875. | — | The Court considered the vessel was lost through default of the Master in not taking proper precautions for navigation and in not using the lead. The Master's certificate suspended for 12 months and the Mate reprimanded for carelessness. | See Appendix, p. 405. |
| 7. "**Annie Fleming,**" *of Greenock,* Ship, 855 Tons. Official No. 29,925. J. T. PIERREPOINT, *Master.* C.C. No. 24,757. | Lloyd's cont., May 1873, 3 A 1, 5.74. | Quebec, 1825 - Wood. | W. Rankin, Greenock - | Lost port bulwarks, strained herself and became leaky in Lat. 33° 30′ S., Long. 29° E., Indian Ocean, on the 13th of July 1875. Partial. | Inquiry held at Port Elizabeth, Cape Colony, before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 28th of July 1875. | — | Casualty attributed to violent state of wind and sea. No default on part of Master or crew. | See Appendix, p. 406. |
| 8. "**Annie S.,**" *of Liverpool,* Schooner, 121 Tons. Official No. 59,715. S. B. AVERY, *Master.* C.C. No. 88,233. | - - - | Prince Edward Island, 1868. Wood. | W. C. Jackson, Liverpool. | Stranded in Buffalo River, Cape Colony, on the 11th of December 1875. Total. | Inquiry held at East London before A. Orpen, Esq., Resident Magistrate, assisted by W. H. Townsend, Esq., Master Mariner, as Assessor, in December 1875. | — | No fault attributed to the Master or Mate. The arrangements of the Port Department at East London were imperfect, and the channel of the river where the vessel grounded, and which was continually shifting, ought to have been buoyed. | See Appendix, p. 406. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 9. **"Aracana,"** *of St. John, N.B.*, Ship, 1,192 Tons. Official No. 46,119. P. T. CLARKE, *Master*. C.C. No. 8,330. | Ver. 3/3, L. 1.1., for 3 years, from August 1873, 3.74. | St. John, N.B., 1862. Wood. | G. N. Roberts, St. John, N.B. | Abandoned, after being burnt, in Lat. 14° 23′ N., Long. 73° 10′ E., on the 24th of October 1875. Total. | Inquiry held at Bombay before C. P. Cooper, Esq., Senior Magistrate of Police, assisted by F. W. Banner, Esq., Master of the ship "*Monarch*," as Assessor, on the 15th of November 1875. | — | The Court considered the ship's destruction was caused through the ignition of gas evolved from the cargo of coals. | See Appendix, p. 406. |
| 10. **"Assyrian,"** *of Aberdeen*, Barque, 555 Tons, Official No. 12,596. J. LANGFORD, *Master*. C.C. No. 18,542. | Lloyd's A 1, Red, 6.73 - | Aberdeen, 1854 Wood. | J. T. Rennie, Aberdeen | Damaged in heavy gale in Lat. 38° 16′ S., Long. 23° E., on the 10th of October 1875. Partial. | Inquiry held at Port Elizabeth before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 26th of October 1875. | — | Casualty found to have been due to tempestuous state of weather. No default on part of Master or crew. | See Appendix, p. 407. |
| 11. **"Aurora,"** *of Cape Town*, Cutter, 22 Tons. Official No. 47,037. FELIX BENITO, *Master*. C.C. No. 6,541. | - - - | Cape Town, 1864 Wood. | B. Miller, Cape Town - | Foundered in heavy seas 10 miles S.E. of Cape Recife, on the 8th of September 1875. Total. | Inquiry held at Port Elizabeth before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 17th of September 1875. | — | The Court attributed the loss to the heavy gale of wind and the vessel's diminutive size. | See Appendix, p. 407. |
| 12. **"Bee,"** S.S., *of Sydney, N.S.W.*, 15 Tons. Official No. 69,744. HENRY AIKIN, *Master*. C.C. No. 117. (Colonial.) | - - - | Lavender Bay, N.S.W., 1873. Wood. | C. E. Jeunnerett, Sydney, N.S.W. | Foundered in Sydney Harbour, on the 15th of November 1875. Partial. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 13th of December 1875. | — | The Board found that the Master took too much deck cargo without sufficient stiffening in the hold, which caused the vessel to capsize, and they suspended his certificate for 1 month. | See Appendix, p. 408. |
| 13. **"Belle,"** *of Adelaide, S.A.*, Brigantine, 198 Tons. Official No. 53,635. S. MORRISON, *Master*. C.C. No. unknown. (Colonial.) | - - - | Prince Edward Island, 1865. Wood. | South Australian Coal Co., Adelaide, S.A. | Stranded on shoals off Port Albert Bar, South Australia, on the 1st of April 1875. Partial. | Inquiry held at Melbourne before the Steam Navigation Board of Victoria, on the 6th of April 1875. | — | The Master severely censured. The Court considered the stranding arose from the Master's over-confidence, and not verifying the character of the light he made aud steered for. | See Appendix, p. 408. |
| 14. **"Ben Nevis,"** *of Melbourne*, Brig, 257 Tons. Official No. 27,756. JOHN JONES, *Master*. C.C. No. 142. (Colonial.) | - - - | Sunderland, 1859 Wood. | J. Glen, Greymouth N.Z. | Stranded near Port Stephen, N.S.W., on the 30th of June 1875. Total. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 6th of July 1875. | — | Loss caused through stress of weather. No blame attached to Master or crew. | See Appendix, p. 408. |

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| 15. "**Bernard and Isabel,**" *of Sydney, N.S.W.*, Ketch, 21 Tons. Official No. 69,731. BERNARD GORMAN, *Master.* C.C. No. unknown. (Colonial.) | - - - | Mangroove Creek, N.S.W., 1873. Wood. | B. Gorman, Sydney - | Stranded on the West Reef, near Kiama, N.S.W., on the 2nd of May 1875. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 17th of May 1875. | — | The vessel missed stays and went ashore when endeavouring to beat out from Kiama during dirty weather from the eastward. No blame to Master. | See Appendix, p. 408. |
| 16. "**Bibsy,**" *of Port Elizabeth*, Schooner, 66 Tons. Official No. 48,052. W. C. TURNER, *Master.* C.C. No. 135. (Colonial.) | Ver. 3/3, P. 1. 1., for 9 years, from April 1869, 4.73. | Apenrade, 1869 Wood. | H. B. Christian, Port Elizabeth. | Stranded near the outer beacon for the Roman Rock in Algoa Bay, on the 16th of September 1875. Total. | Inquiry held at Port Elizabeth, Cape Colony, before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., Harbour Master, as Assessor, on the 28th of September 1875. | — | The Court attributed the loss of the vessel to the sudden change of wind and short chopping sea, combined with the almost unmanageable state of the vessel for want of ballast; but as the Master did all he could under the circumstances, the Court returned his certificate. | See Appendix, p. 408. |
| 17. "**British Viceroy,**" *of Liverpool*, Ship, 1,172 Tons. Official No. 50,380. G. H. M. SOUTHCOTT, *Master.* C.C. No. 88,375. | Lloyd's *A A 1, 5.75 - Liverpool 20 years, Red, 3.74. | Kelvinhaugh 1864. Iron. | British Shipowners' Co., Liverpool. | Fouled the moorings of two other vessels, and then collided with them and sank, whilst being berthed in Calcutta Harbour, on the 30th of August 1875. Total. | Inquiry held at Calcutta before F. J. Marsden, Esq., Resident Officiating Magistrate of Police, F. Warden, Esq., Officiating Deputy Master Attendant, and J. V. Falle, Esq., Deputy Conservator of the Port, on the 5th of October 1875. | — | The Court considered the accident was caused by neglect of the harbour regulations by the harbour officials. | See Appendix, p. 408. |
| 18. "**Bruce,**" S.S., *of Dunedin, N.Z.*, 205 Tons. Official No. 68,084. FREDERICK JONES, *Master.* C.C. No. unknown. (Colonial.) WILLIAM CORMICK, *First Mate.* C.C. No. unknown. (Colonial.) | Lloyd's 90 A 1, 3.74 - | Linthouse, 1874 Iron. | Union Steam Shipping Co., Limited, Dunedin, New Zealand. | Stranded near Tairoas Head, Otago, New Zealand, on the 16th of October 1875. Total. | Inquiry held at Dunedin, N.Z., before J. Bathgate, Esq., Justice of the Peace and Resident Magistrate, on the 22nd of October 1875. | — | The Court found that the vessel was lost through the Master neglecting to use the lead, and to take other precautions in foggy weather. They suspended his certificate for 12 months, and also that of the Mate for 3 months for going at full speed without the Master's knowledge. | See Appendix, p. 409. |
| 19. "**Cairo,**" *of Liverpool*, Brigantine, 324 Tons. Official No. 53,561. F. ROGERS, *Master.* C.C. No. 24,509. | - - - | Londonderry, N.S., 1865. Wood. | Vaughan & Co., Liverpool. | Stranded on Matanilla Reef, Little Bahama Bank, on the 14th of February 1876. Total. | Inquiry held at New Providence, Bahamas, before T. A. Thompson, Esq., Police Magistrate, assisted by Sub-Lieut. H. Savile, H.M.S. "*Pert*," as Assessor, on the 23rd of February 1876. | — | Loss attributed to the impossibility of obtaining observations, and to a strong current of the gulf stream. See Note, p. 224. | See Appendix, p. 409. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 20. "**Cambridgeshire,**" *of London,* Ship, 1,690 Tons. Official No. 68,503. J. H. MARSHALL, *Master.* C.C. No. 9,265. | - - - | Willington Quay, 1873. Iron. | G. Marshall, London - | Stranded on Wight Island, Tasmania, on the 7th of September 1875. Total. | Inquiry held at Launceston, Tasmania, before T. Mason, Esq., Police Magistrate, assisted by G. Gilmore, Esq., as Assessor, on the 27th of September 1875. | — | The Court considered the vessel was lost through the Master not taking cross bearings to verify his position, and neglecting the lead and other precautions. They suspended his certificate for 12 months. | See Appendix, p. 410. |
| 21. "**Cameo,**" *of Liverpool,* Barque, 1,100 Tons. Official No. 46,643. JOHN BULFORD, *Master.* C.C. No. 8,682. — GERMEIN, *Pilot.* | Veritas 3/3, L. 1. 1., for 5 years, from Sept. 1872, 2.74. | Miramichi, N.B., 1864. Wood. | Taylor & Tipper, Liverpool. | Stranded on the outer bar of Port Adelaide, on the 17th of July 1875. Partial. | Inquiry held at Port Adelaide, S.A., before the Marine Board of South Australia, on the 20th of September 1875. | — | The Court considered the stranding was caused by unavoidable circumstances, and that the Pilot was in no way to blame. | See Appendix, p. 410. |
| 22. "**Ceylon,**" *of Liverpool,* Barque, 590 Tons. Official No. 19,445. JOHN P. REYNOLDS, *Master.* C.C. No. 89,971. | Lloyd's cont., 1868, 8 A 1, 10.74. | Preston, 1857 - Wood. | J. Porter, London - | Strained and became leaky in heavy weather off Cape Colony on the 9th and 11th of October, and was run into Algoa Bay on the 13th of October 1875. Partial. | Inquiry held at Port Elizabeth before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., Harbour Master, as Assessor, on the 25th of October 1875. | — | Casualty due to boisterous state of weather and heavy sea. | See Appendix, p. 410. |
| 23. "**Chance,**" *of Sydney,* Ketch, 41 Tons. Official No. 59,566. JOHN BLAIR, *Master.* C.C. No. unknown. (Colonial.) | - - - | Brisbane, 1870 - Wood. | J. Blair, Sydney - | Stranded at the entrance to Harrington Inlet, Manning River, N.S.W., on the 9th of June 1874. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 30th of June 1874. | 3 | Vessel was capsized by heavy sea. No blame to Master. | See Appendix, p. 411. |
| 24. "**Chieftain,**" *of Dundee,* Barque, 339 Tons. Official No. 58,266. T. CAPPON, *Master.* C.S. No. 36,653. | Lloyd's 9 A 1, 12.74 - | Yarmouth, U.K., 1868. Wood. | J. Cappon, Newport, Scotland. | Stranded near Little Browne's Cay, Bahama Banks, on the 10th of May 1875. Total. | Inquiry held at New Providence, Bahamas, before G. C. Camplejohn, Esq., Acting Police Magistrate, assisted by Naval Sub-Lieut. A. F. H. Drayson, R.N., as Assessor, on the 5th of June 1875. | — | The Court considered the loss was due to an unusual strength of current, and acquitted the Master and officers of blame. See Note, p. 224. | See Appendix, p. 411. |

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| 25. "**China,**" *of South Shields,* Ship, 1,047 Tons. Official No. 46,687. R. MOSSMAN, *Master.* C.C. No. 11,211. | Lloyd's cont., August 1871, 6 A 1, 5.75. | Quebec, 1863 - Wood. | W. Wright, South Shields. | Burnt in the Bay of Bengal, Lat. 16° 40′ N., Long. 90° 20′ E., on the 8th of March 1876. Total. | Inquiry held at Akyab before J. K. Macrae, Esq., President, Akyab Town Magistrate, W. Porter, Esq., Master Attendant, and W. A. C. Hardie, Esq., on the 23rd of March 1876. | — | The Court found that the fire was caused through a naked light being taken into the hold, and coming in contact with the cargo of jute. The Mate blamed for allowing the light to be taken into the hold. | See Appendix, p. 412. |
| 26. "**City of Hobart,**" S.S., *of Sydney, N.S.W.,* 645 Tons. Official No. 31,628. WILLIAM TAYLOR, *Master.* C.C. No. unknown. (Colonial.) | - - - | Whiteinch, 1853 Iron. | William Summerbell, Sydney, N.S.W. | Collision in Port Jackson Harbour, on the 16th of September 1875. Partial. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 24th of September 1875. | — | The Board concluded that the collision was caused through an error in judgment on the part of the Master of the "*City of Hobart,*" but did not feel called upon to suspend his certificate. | See Appendix, p. 412. |
| "**Fanny Wright,**" *of Sydney, N.S.W.,* Schooner, 107 Tons. Official No. 69,734. SAMUEL BROWN, *Master.* C.S. No. unknown. (Colonial.) | - - - | Brisbane Water, 1873. Wood. | Messrs. Wright & Co., Sydney, N.S.W. | Total. | - - - - | — | | |
| 27. "**Collaroy,**" S.S., *of Sydney, N.S.W.,* 264 Tons. Official No. 32,279. T. HARRIS, *Master.* C.S. No. unknown. (Colonial.) | - - | Liverpool, 1853 Iron. | Australian Steam Navigation Co., Sydney, N.S.W. | Collision 5 miles north of Sydney Heads, N.S.W., on the 4th of August 1875. Partial. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 16th of August 1875. | — | The Board concluded that the steamer was to blame; but regarding all the merits of the case, thought a caution would suffice. | See Appendix, p. 412. |
| "**Ida,**" *of Sydney, N.S.W.,* Schooner, 61 Tons. Official No. 38,832. F. A. MARLER, *Master.* C.S. No. unknown. (Colonial.) | - - - | Hanover, - Wood. | Thos. Victor, Sydney, N.S.W. | Partial. | - - - - | — | | |
| 28. "**Commerce,**" *of Sydney, N.S.W.,* Schooner, 69 Tons. Official No. 40,907. THOMAS MOUNTAIN, *Master.* C.S. No. unknown. (Colonial.) | - - - | Hobart Town, 1852. Wood. | Messrs. Wright & Co., Sydney, N.S.W. | Stranded in Trial Bay, near Leay River, N.S.W., on the 2nd of May 1875. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 17th of May 1875. | — | The Board acquitted the Master of blame. Stranding caused through stress of weather. | See Appendix, p. 413. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| **"Credito."** *See* **"Ocean Mail."** | | | | | | | | |
| 29. **Cuba,"** *of Guernsey,* Barque, 320 Tons. Official No. 63,629. JOHN STOBELL, *Master.* C.C. No. 22,103. | Lloyd's 9 A 1, 2.75 - | Alloa, 1870 - Wood. | G. F. Carrington, Guernsey. | Loss of masts, spars, &c., in Lat. 35° 40′ S., Long. 0° 45′ E., on the 21st of May 1875. Partial. | Inquiry held at Port Elizabeth before E. Philpot, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 16th of June 1875. | — | The Court considered the accident was unavoidable, and that every means was used by the Master, officers, and crew to meet the necessities of the case. | See Appendix, p. 413. |
| 30. **"Culgoa,"** S.S., *of Brisbane,* 56 Tons. Official No. 43,151. S. CLARKE, *Master.* Unknown whether or not certificated. | - - - | Port Adelaide, 1865. Iron. | J. Woodburn, Gympie, Queensland. | Collision in Brisbane River, on the 23rd of December 1875. Partial. | Inquiry held at Brisbane before the Marine Board of Queensland, on the 30th of January 1876. | — | The Board were unable to come to any positive decision in the matter, but were of opinion that the *"Culgoa"* must have mistaken the land lights. | See Appendix, p. 413. |
| **"Laura,"** S.S., (Pilot Steamer), *of Brisbane,* 46 Tons. M. BRENNAN, *Pilot in charge.* | - - - | Unknown - | The Government of Queensland. | - - - | - - - | — | | |
| 31. **"Cybele,"** S.S., *of Glasgow,* 1,277 Tons. Official No. 68,078. JOHN BLAIR, *Master.* C.C. No. 15,746. | Lloyd's 100 A 1, 2.74 | Govan, 1874 - Iron. | W. J. Donaldson, Glasgow. | Stranded on a reef in the vicinity of Raffles Lighthouse, near Singapore, on the 22nd of June 1875. Partial. | Inquiry held at Singapore before J. D. Vaughan, Esq., Puisne Judge, Supreme Court, President, assisted by Lieut. H. N. Shore, R.N., and J. Baxter, Esq., Marine Surveyor, as Assessors, on the 14th of July 1875. | — | Casualty occurred through reef where vessel struck not being marked on chart. | See Appendix, p. 413. |
| 32. **"Dacca,"** S.S., *of Glasgow,* 1,128 Tons. Official No. 58,355. W. T. HART, *Master.* C.C. No. 24,446. | - - - | Glasgow, 1867 - Iron. | British India Steam Navigation Co., Limited. | Collision at the entrance to Rangoon River, British Burma, on the 11th of February 1875. Partial. | Inquiry held at Rangoon before C. J. Wilkinson, Esq., Recorder of Rangoon, on the 15th of February 1875. | — | The Master of the *"Dacca"* acquitted of blame. The riding light of the *"Michellino"* was hung in an improper position. | See Appendix, p. 413. |
| **"Michellino"** *of Genoa,* Barque, 568 Tons. G. AVEGNO, *Master.* | - - - | Built in 1868, place unknown. Wood. | E. Serra, Genoa - | Partial. | - - - - | — | | |
| **"Dart."** *See* **"Eagle."** | | | | | | | | |

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| 33. "**Deerhound,**" *of North Shields,* Barque, 573 Tons, Official No. 60,508. JAMES SHEARER, *Master.* C.C. No. 31,798. | Lloyd's 17 A 1, 2.75 - | Sunderland, 1869 Composite. | J. R. Kelso, North Shields. | Stranded on the Palawan Shoal, China Sea, in Lat. 10° 41′ N., Long. 114° 30′ E., on the 30th of August 1875. Total. | Inquiry held at Hong Kong before C. May, Esq., First Police Magistrate, A. C. McIver, Esq., Unofficial Justice of the Peace, assisted by Navigating Lieutenant H. G. Thomsett, R.N., Harbour Master, and D. T. Roberts and John Meldram, Esqrs., Master Mariners, as Assessors, on the 21st of September 1875. | — | No blame attached to the Master. He and his crew were justified in abandoning the ship on the 1st of September 1875, it having been found impossible to float her. | See Appendix, p. 414. |
| 34. "**Diadem,**" *of Rangoon,* Ship, 1,005 Tons. Official No. 46,145. W. HARRISON, *Master.* C.C. No. 15,102. | Veritas 3/3, L. 1. 1., for 5 years, from Dec. 1870, 4.73. | Carleton, N.B., 1863. Wood. | E. Hopper, Rangoon - | Stranded on a sandbank near China Boukeer, mouth of Irrawaddy River, further India, on the 23rd of April 1875. Partial. | Inquiry held at Rangoon before L. McIver, Esq., M.C.S., Officiating Magistrate, and Captain J. Mack, Deputy Master Attendant, on the 13th and 14th of May 1875. | — | Casualty attributed to default on part of Master, whose certificate was suspended for 12 months. He did not pay proper attention to the vessel's course, did not set sufficient sail, and kept the vessel in too shallow a depth of water. | See Appendix, p. 414. |
| 35. "**Don,**" *of Melbourne,* Schooner, 56 Tons. Official No. 32,246. DANIEL ANTHON, *Master.* C.S. No. 221. (Colonial.) | - - - | Tasmania, 1864 Wood. | D. Anthon, Melbourne | Stranded on Point Lonsdale Reef, Victoria, on the 2nd of July 1875. Total. | Inquiry held at Melbourne before the Victoria Steam Navigation Board, on the 7th of July 1875. | — | Error of Master in not letting go his anchor when vessel was drifting towards and getting into close proximity to the reef on which she struck. His certificate suspended for 3 months. | See Appendix, p. 415. |
| 36. "**Duke of Edinburgh,**" S.S., *of Sydney, N.S.W.,* 244 Tons. Official No. 38,859. C. S. KILGOUR, *Master.* C.C. No. 120. (Colonial.) | - - - | Jervis Bay, N.S.W., 1867. Wood. | E. Vickery, Sydney, N.S.W. | Stranded on D. Reef, outside Endeavour River, Queensland, on the 29th of October 1875. Partial. | Inquiry held at Brisbane before the Queensland Marine Board, on the 15th of December 1875. | — | Master overestimated his distance, and did not use that care and accuracy which the navigation of narrow waters required. The Board returned his certificate, but censured the Mate who had charge of the deck when vessel struck. | See Appendix, p. 415. |
| 37. "**Eagle,**" S.S., *of Sydney, N.S.W.,* 147 Tons. Official No. 41,078. D. MCAULLY, *Master.* C.C. No. unknown. (Colonial.) | - - - | Pyrmont, N.S.W., 1849. Wood. | W. Summerbell, Sydney, N.S.W. | Collision off Cape Three Points, N.S.W., on the 9th of July 1875. Partial. | Inquiry held at Sydney, before the Marine Board of New South Wales, on the 20th of July 1875. | — | Collision caused through neglect of the steering and sailing rules on the part of the "*Eagle.*" The certificate of the Master of the "*Eagle*" suspended for 1 month. | See Appendix, p. 416. |
| "**Dart,**" *of Sydney, N.S.W.,* Brig, 132 Tons. Official No. 31,756. FRANK FISHER, *Master.* C.C. No unknown. (Colonial.) | - - - | Richmond River, N.S.W., 1849. Wood. | A. Campbell, Sydney, N.S.W. | Partial. | - - - - | — | | |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 38. "**Elderslie,**" *of Dunedin, N.Z.*, 202 Tons, Official No. 58,878. M. S. MEREDITH, *Master.* C.C. No. 10,610. | - - - | Peterhead, 1868, Wood. | J. Grave, Oamaru, N.Z. | Stranded at the south side of Oamaru Bay, N.Z., on the 8th of May 1875. Total. | Inquiry held at Oamaru, N.Z., before J. Udall and J. Allen, Esqrs., Justices of the Peace, as Assessors, on the 13th of May 1875. | — | The stranding found to have been caused—1st. Through the "*Elderslie*" colliding with the "*Young Dick*," which caused the former to drift considerably inshore; and 2nd. By the fouling of the "*Elderslie's*" anchor when let go to bring her up. The Master acquitted of blame, as he did all in his power to save his vessel. | See Appendix, p. 416. |
| 39. "**Eliza Ramsden,**" *of Melbourne*, Barque, 395 Tons. Official No. 64,793. JOHN STEUART, *Master.* C.C. No. 3,295. | Lloyd's 100 A 1, 5.74 - | Whiteinch, 1874 Iron. | S. Ramsden, Melbourne | Stranded on the Nepean Reef, Port Philip Heads, Victoria, on the 24th of July 1875. Total. | Inquiry held at Melbourne before the Steam Navigation Board of Victoria, on the 27th of July 1875. | — | Loss attributed to default of Master in negligently navigating his vessel. His certificate was suspended for 6 months. | See Appendix, p. 416. |
| 40. "**Esther,**" *of Lyttelton, N.Z.*, Brigantine, 47 Tons. Official No. 40,310. W. JOHNSON, *Master.* C.S. No. 2,161. | - - - | Clarence River, N.S.W., 1849. Wood. | P. Cunningham, Lyttelton, N.Z. | Stranded on the west side of the easternmost Rangitoto Island, New Zealand, on the 21st of July 1875. Partial. | Inquiry held at Nelson, N.Z., before L. Broad, Esq., Resident Magistrate, on the 23rd of August 1875. | — | No special blame attached to the Master. It was not the custom at Rangitoto, in such small craft as the "*Esther*," to keep an anchor watch. | See Appendix, p. 416. |
| "**Ethel.**" *See* "**Lady Young.**" | | | | | | | | |
| 41. "**Fairy Queen,**" *of Singapore*, Schooner, 115 Tons. Official No. 45,035. —EDGAR, *Master.* C.C. No. 32. (Colonial.) | - - - | Unknown - Wood. | E. Marmion, Fremantle, W.A. | Stranded on the east point of North-West Cape, Western Australia, on the 8th of October 1875. Total. | Inquiry held at Cossack, West Australia, before R. H. Sholl, Esq., J.P., and Sub-Collector of Customs, and F. Pearse, Esq., J.P., assisted by A. E. Merral, Esq., Master Mariner, as Assessor, on the 8th of November 1875. | — | The Court found that the loss was wholly due to an insufficient knowledge of the tides and currents on the part of the Master, but in the absence of reliable directions and charts they could not suspend his certificate. | See Appendix, p. 416. |
| "**Fanny Wright.**" *See* "**City of Hobart.**" S.S. | | | | | | | | |
| 42. "**Fleetwing,**" *of Adelaide, S.A.*, Ketch, 44 Tons. Official No. 32,159. —RUSSELL, *Master.* C.C. No. 6. (Colonial.) | - - - | Tasmania, 1867 Wood. | J. R. Russell, Port Adelaide. | Stranded near Port Adelaide Lighthouse, on the 4th of August 1875. Partial. | Inquiry held at Adelaide, S.A., before the Marine Board of South Australia, on the 16th of August 1875. | — | The Board considered the stranding was caused by an error in judgment on the part of the Master, but as every precaution was taken to ensure the vessel's safety, they acquitted him of blame. | See Appendix, p. 416. |

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| 43. "**Flying Squirrel,**" *of Melbourne,* Brigantine, 79 Tons. Official No. 31,927. J. PATTEN, *Master.* C.S. No. 232. (Colonial.) | - - - | Hobart Town, 1840. Wood. | W. J. Johnston, Melbourne. | Stranded on a rock near Sea Elephant Island, Victoria, on the 16th of September 1875. Total. | Inquiry held at Melbourne before the Victoria Steam Navigation Board, on the 13th of October 1875. | — | Vessel struck on rock not marked on Admiralty chart. The Master acquitted of default, but censured and cautioned for not using the lead. | See Appendix, p. 416. |
| 44. "**Frank Guy,**" *of Sydney, N.S.W.,* Schooner, 200 Tons. (Not registered.) E. CANN, *Master.* C.C. No. 84,001. | - - - | Unknown (New) Wood. | F. Guy, Bateman's Bay, N.S.W. | Stranded on Waikane Beach, Cook's Strait, N.Z., on the 15th of November 1875. Partial. | Inquiry held at Wanganui, N.Z., before J. T. Edwards, Esq., Justice of the Peace and Resident Magistrate, on the 29th of November 1875. | — | Master acquitted on the charge of want of due skill or care in navigation; but he did not take sufficient pains to ascertain his position when running in for an anchorage. | See Appendix, p. 416. |
| "**Free Trader.**" *See* "**Tasman.**" | | | | | | | | |
| 45. "**Fruiterer,**" *of Sunderland,* Barque, 344 Tons. Official No. 51,193. S. JENNINGS, *Master.* C.C. No. 82,888. | Lloyd's cont., May 1875, 3 A 1, 2.75. | Sunderland, 1865 Wood. | W. Brown, Sunderland | Sprung a-leak in heavy weather, and part of cargo thrown overboard, from the 10th to 15th of October 1875. Lat. 34° S., Long. 22° E. Partial. | Inquiry held at Port Elizabeth before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., Harbour Master, as Assessor, on the 2nd of November 1875. | — | Casualty due to tempestuous state of weather. No blame to Master. | See Appendix, p. 416. |
| 46. "**Geffrard,**" *of Melbourne,* Brig, 316 Tons. Official No. 23,252. J. W. MUNDAY, *Master.* C.C. No. 19,353. | - - - | Jersey, 1852 - Wood. | F. Davies, Melbourne - | Parted her cables and stranded ½ mile east of Yelverton's Jetty, ¼ mile from shore, in Port Vasse, W.A., on the 13th of June 1875. Total. | Inquiry held at Busselton before J. S. Harris, Esq., Sub-Collector of Customs, and J. G. Bussell, Esq., Justice of the Peace, assisted by G. A. Forsyth, Esq., as Assessor, on the 7th of July 1875. | — | Master found to have acted to the best of his judgment. His certificate returned to him. The Court, however, thought that the Master, instead of trusting to one cable, which parted, should have had two anchors down. | See Appendix, p. 417. |
| "**Gippslander.**" *See* "**Alcandre.**" | | | | | | | | |
| "**Harp.**" *See* "**Nowra.**" | | | | | | | | |
| 47. "**Harriet Armitage,**" *of Sydney, N.S.W.,* 233 Tons. Official No. 30,967. R. MAILLER, *Master.* C.S. No. 52. (Colonial.) | - - - | Aberdeen, 1854 Wood. | R. Mailler, Sydney, N.S.W. | Stranded on Kiapara Bar, N.S.W., on the 25th of December 1875. Partial. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 5th of January 1876. | — | The Board attributed the casualty to wind and tide. No blame to Master. | See Appendix, p. 417. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 48. "**Hindustan,**" S.S., *of Calcutta*, 930 Tons. Official No. 41,017. M. O'Brien, *Master*. C.C. No. 804. (Colonial.) T. W. Harrison, *Licensed Pilot*, Who had charge of the vessel. | - - - | Unknown - Wood. | M. A. Kereem, Calcutta | Grounded at the entrance to the Mopoon Dock, Calcutta, on the 24th of March 1875. Total. | Inquiry held at Moulmein before M. Furlong, Esq., Town Magistrate, assisted by J. Evans and J. Roberts, Esqrs., Master Mariners, and Mr. J. Anthony, Licensed Pilot, as Assessors, on the 9th of April 1875. | — | Wreck caused by unavoidable accident. No blame to Pilot in charge. | See Appendix, p. 417. |
| "**Hunter.**" *See* "**Morpeth.**" | | | | | | | | |
| "**Hurri Pursad.**" *See* "**Mirzapore.**" | | | | | | | | |
| "**Hygeia.**" *See* "**Penola.**" | | | | | | | | |
| "**Ida.**" *See* "**Collaroy.**" | | | | | | | | |
| 49. "**Isabella,**" *of Melbourne*, Schooner, 36 Tons. Official No. 53,952. T. Hughes, *Master*. Unknown whether or not certificated. | - - - | Sandridge, Victoria, 1864. Wood. | J. Hollowbred, Sandbridge, near Melbourne. | Stranded near Point Nepean, Victoria, on the 4th of January 1876. Total. | Inquiry held at Melbourne before the Steam Navigation Board of Victoria, on the 17th of January 1876. | — | Stranding unavoidable. Master acquitted of blame. | See Appendix, p. 417. |
| 50. "**Isabella,**" *of Plymouth*, Barque, 734 Tons. Official No. 29,366. E. Smith, *Master*. C.C. No. 24,219. | - - - | Sunderland, 1860 Wood. | P. Smith, Plymouth - | Stranded on the Chesterfield Reefs, off the Coast of Queensland, in Lat. 19° 45′ S., Long. 158° 17′ E., on the 4th of July 1875. Total. | Inquiry held at Brisbane before the Marine Board of Queensland, on the 9th of August 1875. | 16 | Vessel lost through an error in the rate of her chronometers. Master acquitted of blame. | See Appendix, p. 417. |

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| 51. "**Jane Spiers,**" *of Melbourne*, Barque, 309 Tons. Official No. 11,336. C. C. BEER, *Master*. C.S. No. 149. (Colonial.) | - - - | Ardrossan, 1857 Wood. | Jack and Grant, Melbourne. | Collision in Cook's Straits, off Cloudy Bay, N.Z., on the 4th of September 1875. Partial. | Inquiry held at Wellington, N.Z., before J. C. Crawford, Esq., J.P. and Resident Magistrate, assisted by R. Johnson, Esq., Master Mariner, as Assessor, on the 15th of September 1875. | — | Collision was caused by bad light and look-out on board the "*Young Dick*," and was in nowise attributable to the "*Jane Spiers*." The certificate of the Mate of the "*Young Dick*" suspended for 3 months, and that vessel to pay costs of inquiry. | See Appendix, p. 418. |
| "**Young Dick,**" *of Goole*, Schooner, 162 Tons. Official No. 58,732. G. H. SYMONS, *Master*. C.C. No. 1,972. S. GORDON, *Mate*. C.C. No. 12,521. | Lloyd's 8 A 1, 7.74 - | Burton Stather, 1869. Wood. | W. Cass and others, Cornhill, Lincoln. | Partial. | - - - - - | — | | |
| 52. "**Jason,**" *of Maryborough*, Schooner, 105 Tons. Official No. 39,026. J. C. MCCONNELL, *Master*. C. No. unknown. (Colonial.) | - - - | Prince Edward Island, 1851. Wood. | R. Travers & Co., Maryborough, Queensland. | Burnt in Maryborough Harbour, Queensland, on the 10th of June 1875. Total. | Inquiry held at Brisbane before the Marine Board of Queensland, on the 5th of July 1875. | 1 | Cause of fire not elicited - | See Appendix, p. 418. |
| 53. "**John Bunyan,**" *of Liverpool*, Ship, 1,129 Tons. Official No. 47,510. J. RICHARDS, *Master*. C.C. No. 28,461. | Liverpool 3/3, L. 1.1., for 3 years, from Dec. 1874, 1.75. | Monckton, N.B., 1863. Wood. | Haughton, Smith, & Co., Liverpool. | Stranded near Alguada Reef Lighthouse, near Bassein, on the 3rd of June 1875. Total. | Inquiry held at Bassein before R. F. St. Andrew St. John, Esq., D.C., and G. F. Wells, Esq., Master Attendant, assisted by G. G. Baillie, Esq., Master Mariner, as Assessor, on the 10th and 11th of June 1875. Also a special inquiry was held at Bassein on June 29th, 1875, before R. F. St. Andrew St. John, Esq., D.C., and G. F. Wells, Esq., Master Attendant, assisted by C. Fry, Esq., Master Mariner, as Assessor. | – | At the first inquiry the Court found the Master guilty of negligence and a grave error of judgment, but did not feel called upon to prefer a charge against him. At the special inquiry the Court found the Master had shown incompetency, and they suspended his certificate for 12 months. | See Appendix, p. 419. |
| 54. "**Kadina,**" *of Adelaide, S.A.*, Ship, 662 Tons. Official No. 43,150. J. BARNESON, *Master*. C.C. No. 18,021. | - - - | Maine, U.S., 1852. Wood. | H. Simpson and T. Alder, Port Adelaide, S.A. | Stranded in the Bay of Port Wallaroo, S.A., on the 11th of May 1875. Total. | Inquiry held at Port Adelaide, S.A., before R. H. Ferguson and J. Bickers, Esqres., Justices of the Peace, assisted by Navg. Lieut. W. N. Goalen, R.N., and G. Weir, Esq., Master Mariner, as Assessors, on the 27th of July 1875. | — | The Court exonerated the Master and crew. | See Appendix, p. 419. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 55. "**Kaffir Chief,**" *of London,* Barque, 317 Tons. Official No. 57,198. WILLIAM OWEN, *Master.* C.C. No. 84,058. | - - | Bedford, N.S., 1868. Wood. | G. Thompson & Co., London. | Parted her cables and went ashore in Natal Roads, on the 7th of January 1876. Total. | Inquiry held at Durban, Natal, before H. C. Shipstone, Esq., A.R.M., G. Rutherford, Esq., Collector of Customs, A. Airth, Esq., Port Captain, and G. C. Cato, Esq., Lloyd's Agent, on the 20th of January 1876. | — | Stranding solely attributed to insufficiency of ship's ground tackle. Master censured for being ashore at time of casualty, and Mate censured for not previously obeying the Master's orders as to making vessel ready for getting under weigh, &c. | See Appendix, p. 419. |
| 56. "**Kembla,**" S.S., *of Sydney, N.S.W.,* 205 Tons, Official No. 36,869. G. BUDD, *Master.* C.S. No. unknown. (Colonial.) | - - - | Glasgow, 1860 - Iron. | — Stephens, Sydney, N.S.W. | Collision near the Heads of Port Jackson, on the 10th of June 1875. Partial. | Inquiry held at Sydney before the Marine Board of New South Wales, on the 22nd of June 1875. | — | Master of the S.S. "*Kembla*" reprimanded and cautioned for committing a breach of the steering and sailing rules. | See Appendix, p. 420. |
| "**Amy Robsart,**" *of Brisbane,* Brigantine, 79 Tons, Official No. 52,370. F. SHEPPARD, *Master.* C. No. unknown. (Colonial.) | - - - | Brisbane, 1865 - Wood. | A. R. Jones, Brisbane - | Partial - - - | - - - - - - | — | | |
| 57. "**Kembla,**" S.S., *of Sydney, N.S.W.,* 205 Tons. Official No. 36,869. RICHARD JAMES SKINNER, *Master.* C.C. No. unknown. (Colonial.) | - - - | Glasgow, 1860 - Iron. | — Stephens, Sydney, N.S.W. | Collision in Darling Harbour, N.S.W., on the 2nd of February 1876. Partial. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 14th of February 1876. | — | The Board found that the collision was caused through the "*Kembla*" being navigated on the wrong side of the harbour, in contravention of the navigation rules. | See Appendix, p. 420. |
| "**Alexandria,**" S.S., *of Sydney, N.S.W.,* 17 Tons. Official No. 69,766. FREDERICK MAHLER, *Master.* C.S. No. unknown. (Colonial.) | - - - | Unknown, 1872 Wood. | M. Byrones, Pyrmont, N.S.W. | Partial. | | | | |
| 58. "**Kitty Coburn,**" *of Melbourne,* 405 Tons. Official No. 64,797. WALTER STEELE, *Master.* C.C. No. unknown. (Colonial.) | Ver. 3/3, A 1. 1., for 3 years, from May 1873, 5.73. | Newcastle, U.S.A., 1865. Wood. | J. C. Smith, Melbourne | Stranded in Flinder's Bay, Western Australia, after parting two cables and dragging an anchor on the 3rd of December 1875. Total. | Inquiry held at Flinder's Bay before J. S. Harris, Esq., Sub-Collector of Customs, Port Vasse, and J. Cookworthy, Esq., J.P., on the 11th of December 1875. | — | The vessel grounded in a heavy gale after parting two cables and dragging a third anchor. Master and officers appeared to have done all they were able to do. | See Appendix, p. 420. |

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| 59. "**Lady of the Lake,**" S.S., *of Dunedin, N.Z.*, 60 Tons. Official No. 52,208. F. Holloway, *Master*. C.S. No. 2,370. | - - - | Dunedin, N.Z., 1862. Iron. | G. F. Reid and C. Abbot, Dunedin, N.Z. | Stranded on Black Reef, off Long Bay, 3 miles N.W. of the Nugget's, Province of Otago, New Zealand, on the 29th of December 1875. Total. | Inquiry held at Dunedin, N.Z., before J. Bathgate, Esq., Justice of the Peace and Resident Magistrate, on the 13th of January 1876. | — | Want of caution on part of Master in going at an improper speed in foggy weather, and having no patent log on board. His certificate suspended for 3 months. | See Appendix, p. 420. |
| 60. "**Lady Young,**" S.S., *of Sydney, N.S.W.*, 421 Tons. Official No. 32,683. W. Hill, *Master*. Unknown whether or not certificated. | - - - | Glasgow, 1864 - Iron. | Australian Steam Navigation Co., Sydney, N.S.W. | Collision in Mary River, between the Brothers and Lower Rocky Point, Queensland, on the 28th of October 1875. Partial. | Inquiry held at Brisbane before the Marine Board of Queensland, on the 20th of December 1875. | — | Collision caused by the "*Lady Young*" not answering her helm when in shoal water. Her Master should not have attempted to pass another vessel in a shoal spot. | See Appendix, p. 420. |
| "**Ethel,**" Pilot Schooner, (Not registered.) 35 Tons. J. Mason, *Master*. Unknown whether or not certificated. | - - | Unknown - Wood. | Queensland Government. | Partial. | - - - - | — | | |
| 61. "**La Serena,**" *of Swansea*, Barkantine, 342 Tons. Official No. 7,940. J. Bennett, *Master*. C.C. No. 22,002. | Lloyd's A B 1, 7.75 - | Neath, 1848 - Iron. | J. B. Oke, London - | Stranded at the mouth of Buffalo River, on the 7th of February 1876. Partial. | Inquiry held at East London, before A. R. Orpen, Esq., Resident Magistrate, assisted by W. H. Townsend, Esq., Master Mariner, as Assessor, on the 29th of April 1876. | — | The Master and Mate acquitted of blame. Grounding an accident of the seas. | See Appendix, p. 420. |
| "**Laura.**" *See* "**Culgoa.**" | | | | | | | | |
| "**Little Nell.**" *See* "**Maitland.**" | | | | | | | | |
| 62. "**Louis Alfred,**" *of London*, Brigantine, 116 Tons. Official No. 70,613. J. S. Perriam, *Master*. C.C. No. 28,884. | Lloyd's 13 A 1, 9.74 - | Bideford, 1874 - Wood. | L. A. Benjamin, London. | Stranded in Plettenberg Bay, Cape Colony, on the 31st of October 1875. Total. | Inquiry held at Knysna before S. Goldsbury, Esq., R.M., assisted by P. E. Bertlesen, Esq., Master Mariner, as Assessor, on the 4th of November 1875. | — | Loss attributed solely to wind and sea. Master and Mate exonerated. | See Appendix, p. 421. |
| 63. "**Louisa,**" *of London*, Barque, 881 Tons. Official No. 28,741. J. A. Bach, *Master*. C.C. No. 94,429. | Lloyd's cont., 1872, 8 A 1, 8.75. | S. Shields, 1860 Wood. | H. S. Edwards, South Shields. | Stranded on the Tangacherry Reef, 2 miles N. of Quilon, on the 24th of December 1875. Total. | Inquiry held at Cochin before J. D'Silva, Esq., Joint Magistrate, and W. H. Bartlett, Esq., Acting Master Attendant, on the 5th of February 1876. | — | Master failed to adopt proper measures for safe navigation. His certificate suspended for 6 months. | See Appendix, p. 421. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 64. "**Lutcken,**" *of Sydney, N.S.W.,* Barque, 406 Tons. Official No. 71,801. C. GOTTOLD, *Master.* C.S. No. 25. (Colonial.) Also a Pilot certificate for the Port of Newcastle, N.S.W. | - - - | Place and date of building unknown. Wood. | B. Wallah, Sydney, N.S.W. | Grounded on her anchor whilst at her moorings in Newcastle Harbour, N.S.W., and filled with water, on the 23rd of January 1876. Partial. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 22nd of February 1876. | — | The Board found that the Master had not moored his vessel properly, and therefore cancelled his pilotage certificate for the Port of Newcastle, N.S.W. | See Appendix, p. 423. |
| 65. "**Lyttona,**" *of Brisbane,* Schooner, 75 Tons. Official No. 55,953. W. ROSENGREN, *Master.* C.S. No. unknown. (Colonial.) | - - - | Cleveland, Queensland, 1867. Wood. | T. Winship, Cleveland, Queensland. | Stranded at Hada Bay, St. Christoval Island, Solomon Group, on the 12th of November 1875. Total. | Inquiry held at Brisbane before the Marine Board of Queensland, on the 20th of December 1875. | — | Loss considered to be the result of accident. Master exonerated. Whilst the vessel was going out of Hada Bay the wind suddenly shifted, and the vessel in tacking missed stays and grounded. | See Appendix, p. 423. |
| 66. "**Maitland,**" S.S., *of Sydney, N.S.W.,* 555 Tons. Official No. 64,366. T. SUMMERBELL, *Master.* C.S. No. Unknown. (Colonial.) | Lloyd's A A 1, 12.70 - | Glasgow, 1870 - Iron. | The Hunter River Steam Navigation Co., Sydney. | Collision off Nobbys, near Newcastle, N.S.W., on the 29th of April 1875. Partial. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 10th of May 1875. | — | The Master of the "*Little Nell*" blamed for the collision. | See Appendix, p. 423. |
| "**Little Nell,**" S.S., *of Sydney, N.S.W.,* (Government tug boat.) D. HARDING, *Master.* C.S. No. unknown. (Colonial.) | - - - | New, when built unknown. Iron. | Goverment of New South Wales. | Partial. | - - - - | — | | |
| 67. "**Malvina Maud,**" *of Launceston, Tasmania,* Fore-and-aft Schooner, 51 Tons. Official No. 66,078. W. OSEN, *Master.* Not certificated. | - - - | West Tamar, 1875. Wood. | Plummer & Co., Launceston, Tasmania. | Burnt near Point Jarrold, Spencer's Gulf, South Australia, on the 20th of February 1876. Total. | Inquiry held at Adelaide before the Marine Board of South Australia, on the 14th and 16th of March 1876. | 1 | Origin of fire not clearly established, but it doubtless commenced in the galley, which was in a very defective state. | See Appendix, p. 423. |

*Table 47—cont.*

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| 68. "**Memento,**" *of Newcastle, N.S.W.,* Barque, 464 Tons. Official No. 28,308. F. C. RUWALD, *Master.* C.S. No. 102. (Colonial.) **"Michellino."** *See* **"Dacca."** | - - - | Montrose, 1860 Wood. | C. F. Hannell, Newcastle, N.S.W. | Stranded on Tipara Reef, near Wallaroo, on the 18th of November 1875. Partial. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 3rd of January 1876. | — | Master reprimanded for showing great want of caution and not paying sufficient regard to the sailing directions. | See Appendix, p. 423. |
| 69. **"Milford,"** *of London,* Ship, 1,046 Tons. Official No. 59,917. D. SIMPSON, *Master.* C.C. No. 46,861. | Lloyd's 8 A 1, 1.74 - | Quebec, 1869 - Wood. | J. Stewart, London - | Abandoned a few miles to the westward of St. Francis, and afterwards stranded on Zitzikamma Point, Cape Colony, on the 12th of October 1875. Total. | Inquiry held at Port Elizabeth before E. Philpott, Esq., R.M., assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 19th of October 1875. | — | Loss attributed to stress of weather. Master justified in abandoning his vessel. | See Appendix, p. 423. |
| 70. **"Minister Van Staat Rochussen,"** S.S., *of Singapore,* 339 Tons. Official No. 45,695. H. C. Everill, *Master.* C.C. No. 86,376. | - - - | Amsterdam, 1866 Iron. | C. H. Lim, Singapore - | Stranded on a bank in Bulo Bay, Bana Island, near Singapore, on the 15th of January 1876. Partial. | Inquiry held at Singapore before H. H. H. Walshe, Esq., Police Magistrate, assisted by Lieuts. E. Needham, R.N., and P. Pipon, R.N., as Assessors, on the 5th of February 1876. | 4 | The certificate of the Master suspended for 6 months. The vessel found to have been lost through his carelessness in keeping at sea with defective steering gear, in neglecting the constant use of the lead, and in navigating a narrow sea in thick and squally weather with capricious currents. | See Appendix, p. 423. |
| 71. **"Minmanueth,"** *of St. Mary's, Scilly,* Barque, 259 Tons. Official No. 53,196. J. SHERRIS, *Master.* C.C. No. 28,822. | Lloyd's 12 A 1, 11.73 - | St. Mary's, Scilly, 1865. Wood. | W. Munford, St. Mary's, Scilly. | Stranded on one of the Laccadive Islands, on the 28th of October 1875. Total. | Inquiry held at Bombay before C. P. Cooper, Esq., Senior Magistrate of Police, assisted by G. J. Babot, Esq., Master Mariner, as Assessor, on the 30th of November 1875. | — | Stranding caused through an error in the Master's reckoning, which he attributed to an error in the only chronometer he had on board. But the Court thought the responsibility of the loss rested upon him, and that he did not show the necessary skill and care in the navigation of his vessel, and therefore suspended his certificate for 6 months. | See Appendix, p. 424. |
| 72. **Mirzapore,"** S.S., *of London,* 2,090 Tons. Official No. 65,604. A. PARISH, *Master.* C.C. No. 1,428. | - - - | Greenock, 1871 Iron. | Peninsular and Oriental Steam Navigation Co., London. | Collision off Bombay Harbour, Mangalore, bearing N. 7° E., distant about 11 miles, on the 4th of September 1875. Partial. | Inquiry held at Bombay before W. Webb, Esq., Acting Senior Police Magistrate, and F. Blackmore, Esq., Surveyor to Messrs. Remington & Co., on the 22nd of September 1875. | — | Collision found to have been caused through the feeble and insufficient number of lights carried by the buggalow. | See Appendix, p. 425. |
| **"Hurri Pursad,"** *of Kurrachee,* Native Indian Buggalow, 106 Tons. | - - - | Unknown - Wood. | Esmail Ebram, owner - | Total. | - - - | 1 | | |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 73. "**Morpeth,**" S.S., *of Sydney, N.S.W.*, 360 Tons. Official No. 43,226. W. A. KNOWLES, *Master*. C.C. No. unknown. (Colonial.) | - - - - | Low Walker, 1861. Iron. | Hunter River New Steam Navigation Co., Sydney, N.S.W. | Collision near Newcastle, N.S.W., on the 4th of September 1875. Partial. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 20th of September 1875. | — | Collision considered unavoidable. | See Appendix, p. 425. |
| "**Hunter,**" *of Newcastle, N.S.W.*, Lighter. J. DUNCAN, *Master*. Not certificated. | - - - | Unknown - | Unknown - - | Partial. | - - - - | — | | |
| "**Morpeth.**" *See* "**Ajax.**" | | | | | | | | |
| 74. "**Namaqua,**" S.S., *of Southampton*, 202 Tons. Official No. 68,813. F. N. GIBBS, *Master*. C.C. No. 22,587. | Lloyd's 100 A 1, 2.73 - | Sunderland, 1873 Iron. | Union Steamship Co., Southampton. | Stranded near Port Nolloth, Cape Colony, on the 29th of March 1876. Total. | Inquiry held at Cape Town before J. M. Crosby, Esq., Acting Resident Magistrate, assisted by Lieut. T. Nesham, R.N., as Assessor, on the 25th of April 1876. | — | The Master's certificate suspended for two years. Whilst in a dense fog, near a dangerous coast, and uncertain as to his position, he neglected to heave the lead, to have a good look-out kept, or to ease the vessel. | See Appendix, p. 425. |
| 75. "**Naval Brigade,**" *of London*, Barque, 554 Tons. Official No. 21,744. JAMES MERRILEES, *Master*. C.C. No. 16,113. | Lloyd's cont., 1868, 7 A 1, 1.75. | South Shields, 1858. Wood. | Taylor, Bethel, & Co., London. | Stranded between the Southern Hummock and the N.W. Island of the Falkland Group, Queensland, on the 23rd of July 1875. Total. | Inquiry held at Cooktown, Queensland, before B. Fahey, Esq., Shipping Inspector, on the 3rd of August 1875. | — | The Master considered responsible for the wreck. | See Appendix, p. 426. |
| 76. "**Northern Chief,**" *of Inverness*, Barque, 392 Tons. Official No. 62,117. P. BROWN, *Master*. C.C. No. 93,691. | Lloyd's 10 A 1, 9.73 - | Kingston, Elgin, 1873. Wood. | W. Anderson, Lossiemouth. | Caught in a heavy gale, when part of the bulwarks was smashed, and the foretopsail, maintopmast, and mizen staysails were cut away to relieve the vessel, 15 miles south of Cape Francis, Cape Colony, on the 10th of October 1875. Partial. | Inquiry held at Port Elizabeth, Cape Colony, before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 22nd of October 1875. | — | Casualty attributed to violence of the gale. | See Appendix, p. 427. |

*Table 47—cont.*

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| 77. "**Nowra,**" S.S., *of Brisbane,* 26 Tons. Official No. 36,849. Name of Master unknown. Not certificated. | - - - | Sydney, N.S.W., 1856. Wood. | G. Harris, Brisbane - | Collision in Brisbane River, on the 6th of August 1875. Partial. | Inquiry held at Brisbane before the Marine Board of Queensland, on the 6th of September 1875. | — | The Master of the "*Nowra*" blamed for the collision. He neglected to observe the regulations for navigating Brisbane River. | See Appendix, p. 427. |
| "**Harp,**" (A punt.) | - - - | - - - Wood. | Unknown - - | Partial. | - - - - | — | | |
| 78. "**Oberlin,**" *of Adelaide, S.A.,* Brig, 242 Tons. Official No. 50,870. T. ANDERSON, *Master.* C.S. No. 250. (Colonial.) | - - - | Miramichi, N.B., 1865. Wood. | P. Manuel, Port Adelaide. | Stranded on one of the Hogan's Islands, province of Victoria, Australia, on the 10th of January 1875. Total. | Inquiry held at Melbourne before the Victoria Steam Navigation Board, on the 26th of January 1875. | — | Master found to have shaped a course too close to the islands on which the vessel struck. His certificate suspended for three months. | See Appendix, p. 427. |
| 79. "**Ocean Mail,**" *of London,* Ship. 1,039 Tons. Official No 60,971. T. CAWSE, *Master.* C.C. No. 22,689. | Lloyd's *A A 1, 7.75 - | Southwick, Durham, 1869. Iron. | J. Patton, junr., London | Collision about 20 miles E. by N. of Portland Bill, English Channel, on the 17th of August 1875. Partial. | Inquiry held at Auckland, N.Z., before T. Hill, Esq., Principal Officer of Customs, on the 29th of November 1875. | — | Collision attributed to an error on the part of the Italian vessel. "*Ocean Mail*" did not sustain sufficient damage to warrant her putting into a port in England. | See Appendix, p. 427. |
| "**Credito,**" Italian barque, 507 Tons. — LAINONETTE, *Master.* | - - - | Varese, 1869 - Wood. | G. Ausaldo, Genoa - | Partial. | - - - - | — | | |
| 80. "**Orestes,**" S.S., *of Liverpool,* 1,304 Tons. Official No. 70,961. J. BEWLEY, *Master.* C.C. No. 15,307. | - - - | Cartsdyke, 1875 Iron. | A. Holt, Liverpool - | Stranded on the Gindura Reef, near Galle, Ceylon, on the 7th of March 1876. Total. | Inquiry held at Galle before L. Lee, Esq., Acting District Judge of Galle, assisted by D. W. Blyth, Esq., as Assessor, on the 9th of March 1876. | — | Master found to have been wrong in calculating his distance from the shore, through neglect of ordinary precautions. His certificate suspended for six months. | See Appendix, p. 427. |
| 81. "**P.C.E.,**" *of Newcastle, N.S.W.,* Barque. 293 Tons. Official No. 23,182. R. BROWN, *Master.* C.C. No. unknown. (Colonial.) | - - - | Hylton, Durham, 1853. Wood. | J. Henderson, Newcastle, N.S.W. | Stranded near Cape Maquin, N.S.W., on the 5th of June 1875. Total. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 11th and 14th of June 1875. | 1 | No blame attributed to the Master or officers. Stranding caused through violence of the gale. | See Appendix, p. 428. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 82. "**Peacock,**" *of Sydney, N.S.W.*, Ketch, 20 Tons. Official No. 32,377. J. SIMMONDS, *Master.* C.C. No. unknown. (Colonial.) | - - - | Brisbane, 1844 - Wood. | J. Goggerby, Sydney, N.S.W. | Stranded on Camden Haven Bar, N.S.W., on the 21st of January 1876. Total. | Inquiry held at Sydney before the Marine Board of New South Wales, on the 28th of February 1876. | — | The Board concluded that no evidence had been adduced on which to found a charge against the Master. | See Appendix, p, 428. |
| 83. "**Penola,**" S.S., *of Melbourne*, 261 Tons. Official No. 48,408. T. P. LUEWIN, *Master.* C.C. No. 15,344. | - - - | Port Glasgow, 1863. Iron. | Omeroa & Co., Melbourne. | Collision off Cape Jervis, St. Vincent's Gulf, S.A., on the 21st of December 1874. Partial. | Inquiry held at Port Adelaide before R. H. Ferguson, Esq., S.M., assisted by J. W. Smith, Esq., as Assessor, on the 5th of January 1875. | — | Collision caused through the "*Hygeia*" neglecting to show her starboard light. | See Appendix, p. 428. |
| "**Hygeia,**" *of Adelaide, S.A.*, Yacht, 56 Tons. Official No. 71,755. GEORGE SIMMONDS, *Master.* Not certificated. | - - - | Adelaide, S.A., 1874. | W. Milne, Adelaide, S.A. | Partial. | - - - - | — | | |
| 84. "**Peri.**" *of Sydney, N.S.W.*, Fore-and-aft Schooner, 34 Tons. Official No. 57,789. WILLIAM COSTER, *Master.* C.C. No. unknown. (Colonial.) | - - - | Unknown - Wood. | W. Coster, Sydney, N.S.W | Stranded at Henry's Head, Botany, N.S.W., on the 21st of June 1874. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 30th of June 1874. | — | The Master acquitted of blame. The vessel missed stays. | See Appendix, p. 411. |
| 85. "**Pioneer,**" S.S., *of Adelaide, S.A.* 33 Tons. Official No. 64,780. C. EDLER, *Master.* C.C. No. unknown. (Colonial.) | - - - | Williamstown, Victoria, 1872. Wood. | J. Abbott, Adelaide, S.A. | Stranded on Curranulla Beach, between Botany and Port Hacking, N.S.W., on the 27th of June 1875. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 5th of July 1875. | — | Vessel found to have been driven ashore in heavy weather. The Master acquitted of blame. | See Appendix, p. 428. |
| 86. "**Pirate,**" *of Malta*, Barque, 419 Tons. Official No. 18,590. G. B. SPITERI, *Master.* C.C. No. 81,132. | - - - | Malta, 1852 - Wood. | A. Cassar, Malta - | Destroyed by fire near the Island of Malta, on the 4th of September 1875. Total. | Inquiry held at Valetta before T. Mizri, Esq., Magistrate, on the 7th of February 1876. | — | The Master greatly blamed for not making use of all the means within his reach to extinguish the fire, and for not throwing overboard a portion of the deck cargo. His certificate suspended for 9 months. | See Appendix, p. 428. |

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| 87. "**Poyang**," S.S., *of Hong Kong*, 365 Tons. Official No. 50,661. R. CARROLL, *Master*. C.C. No. 30. (Colonial.) | - - - | New York, 1860 Wood. | Hong Kong, Canton, and Macao Steamship Co., Hong Kong. | Foundered off the Nine Islands, 7 miles from Macao, on the 31st of May 1875. Total. | Inquiry held at Victoria, Hong Kong, before C. May, Esq., First Police Magistrate, Navigating Lieutenant J. P. Mc Ewen, R.N., Acting Harbour Master, N. J. Ede, Esq., Unofficial Justice of the Peace, R. McMurdo, Esq., Government Marine Surveyor, and S. Ashton, Esq., Marine Superintendent, on the 30th of June 1875. | 110 | No blame attributed to the Master and officers. | See Appendix, p. 431. |
| 88. "**Pretty Jane**," S.S., *of Auckland, N.Z.*, 100 Tons. Official No. 63,795. T. FERNANDEZ, *Master*. C.C. No. 36. (Colonial.) JOSEPH KENNEDY, *Pilot* | - - - | Rutherglen, 1870 Iron. | Auckland Steam Packet Co., Limited, Auckland, N.Z. | Stranded at the mouth of Koputelea River, Poverty Bay, Province of Auckland, N.Z., on the 14th of February 1875. Total. | Inquiry held at Auckland before T. Beckham, Esq., J.P. and Resident Magistrate, on the 5th of April 1875. | — | Disaster found to have been caused through the ignorance and imprudence of the Pilot. The Mate blamed for allowing the Pilot to take the vessel to sea, and the Master's conduct considered reprehensible for being ashore when his vessel was ready for sailing. | See Appendix, p. 432. |
| 89 "**Pride of the Tamar**," S.S., *of Melbourne*, 14 Tons. Not registered. — TIPPETT, *Master*. C. No. unknown. (Colonial.) | - - - | Williamstown, Victoria, 1875. Wood. | J. Cordell, Georgetown, Tasmania. | Collision about 60 miles north of River Tamar, Tasmania, on the 2nd of December 1875. Total. | Inquiry held at Melbourne before the Steam Navigation Board of Victoria, on the 9th of December 1875. | — | The collision found to have been purely accidental, and the subsequent abandonment of the "*Pride of the Tamar*" justifiable. | See Appendix, p. 432. |
| "**Sparrowhawk**," *of Victoria, B.C.*, Barque, 445 Tons. Official No. 64,142. JOHN GARRIOCK, *Master*. C. No. unknown. (Colonial.) | - - - | Unknown. Formerly H.M. gun vessel "*Sparrowhawk*." | W. Corbett, San Francisco. | Partial. | - - - - | — | | |
| 90. "**Queen**," *of Auckland, N.Z.*, Schooner, 46 Tons. Official No. 46,598. T. GOMES, *Master*. C.C. No. 161. (Colonial.) | - - - | Omana, N.Z., 1864. Wood. | G. Lewis and Master, Auckland, N.Z. | Stranded at the S.W. corner of Martins' Bay, inside Hokianga Heads, N.Z., on the 4th of July 1875. Partial. | Inquiry held at Auckland, N.Z., before W. C. Daldy and A. Beetham, Esqrs., Justices of the Peace, on the 25th of August 1875. | — | Damage to the vessel found not to have been caused by any error of the Master, but he showed a want of decision and judgment in the manner in which he beached the vessel. | See Appendix, p. 432. |
| 91. "**Rangatira**," S.S., *of Sydney, N.S.W.*, 460 Tons. Official No. 41,123. A. WOODS, *Master*. C.C. No. unknown. (Colonial.) | - - - | Glasgow 1859 - Iron. | Australian Steam Navigation Co. Sydney, N.S.W. | Stranded on the Nokueka Reef, near the Havannah Passage, New Caledonia, on the 31st of May 1875. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 6th of July 1875. | — | Loss of the vessel found to have been caused by an unexpected current. | See Appendix, p. 432. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 92. **"Result,"** *of Auckland, N.Z.,* Ship, 724 Tons. Official No. 66,553. T. JARVIS, *Master.* C.C. No. 30,296. | - - - | Medford, U.S., 1852. Wood. | T. Matthews and others, Newcastle. | Sprung a-leak and stranded whilst making for a port of shelter, near Nelson Bay, N.S.W., on the 1st of July 1875. Partial. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 9th of August 1875. | — | Master considered to have wrongfully abandoned his vessel after her stranding, without making any reasonable effort to float her. His certificate suspended for 3 months. | See Appendix, p. 432. |
| 93. **"Rosamond,"** *of Whitby,* Barque, 327 Tons. Official No. 1,422. J. COLE, *Master.* C.C. No. 14,011. | Lloyd's A 1, 3.75 - | Liverpool, 1852 Wood. | W. Thompson, Whitby | Stranded on the Cobbler's Rocks, Barbadoes, on the 16th of February 1876. Total. | Inquiry held at Barbadoes before F. F. Pilgrim, J. R. Gooding, and A. Sealy, Esqrs., Police Magistrates, assisted by J. Logan, Esq., Master Mariner, as Assessor, on the 29th of February 1876. | — | Stranding found to have been caused through a recent alteration of the lights on Barbadoes, which misled the Master, but they blamed him for attempting to enter the harbour at night. | See Appendix, p. 432. |
| 94. **"St. Brycedale,"** *of Hobart Town,* Barque, 302 Tons. Official No. 50,325. W. A. PEARCE, *Master.* C.C. No. 90,728. | Lloyd's 10 A 1, 12.72 - | Dysart, co. Fife, 1865. Wood. | W. Crosby, Hobart Town. | Struck on a reef of the Bird Islands, Cape Colony, and was abandoned by the crew, after which she is supposed to have foundered on the 29th of July 1875. Total. | Inquiry held at Port Elizabeth, Cape Colony, before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 10th of August 1875. | — | No blame attributed to the master. Stranding caused through stress of weather. | See Appendix, p. 433. |
| **"San Juan."** *See* **"Springbok."** | | | | | | | | |
| 95. **"Settler's Friend,"** *of Sydney, N.S.W.,* Schooner, 63 Tons. Official No. 38,822. C. EVANS, *Master.* C.C. No. Unknown. (Colonial.) | - - - | Brisbane, 1867 - Wood. | W. Short, Sydney, N.S.W. | Stranded on Nambaccra Bar, N.S.W., on the 10th of October 1874. Total. | Inquiry held at Sydney before the Marine Board of New South Wales, on the 30th of November 1874. | — | No blame attributed to the master. | See Appendix, p. 433. |
| 96. **"Snorre Sturlasson,"** *of London,* Brig, 196 Tons. Official No. 65,745. JOSEPH WARDLAW, *Chief Mate.* C.C. No. 98,942. (Master was drowned previous to the casualty.) | Ver. 3/3, A 1. 1., for 2 years, from August 1873, 8.73. | Christiania, 1867 Wood. | A. A. Ellis, London - | Stranded 2 miles W. of Kowie, Cape Colony, on the 14th of July 1875. Total. | Inquiry held at Port Alfred before A. R. Innes, Esq., Resident Magistrate, on the 23rd of July 1875. | — | No blame attributed to the chief mate, then in command, who did all he could to save the vessel. | See Appendix, p. 433. |

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| 97. **"Somerset,"** *of London,* Ship, 1,300 Tons. Official No. 56,857. C. C. Couves, *Master.* C.C. No. 31,013. | Lloyd's A 1, 9 years, 9.74. | St. John, N.B., 1867. Wood. | Stuckey and Bagehots, London. | Stranded on East Coast of India, Coilpatam Point, bearing N.N.W., Tuticorin Lighthouse N. by E. ½ E., on the 23rd of April 1875. Total. | Inquiry held at Tuticorin before W. H. Comyn, Esq., Acting District Magistrate, and G. A. Phipp, Esq., on the 22nd of May 1875. | 1 | The Court found that the vessel was lost through default of the Master, and suspended his certificate for three months. The Mate censured for not carrying out the Master's orders as to pumping the vessel after she became leaky. | See Appendix, p. 433. |
| 98. **"Sparkling Foam,"** *of Faversham,* Schooner, 199 Tons. Official No. 60,230. J. Carlton, *Master.* C.C. No. 83,939. | Lloyd's 12 A 1, 9.74 - | Sandwich, 1868 - Wood. | C. Hoult, Whitstable, Kent. | Stranded on a reef near Cape Reciffe, Cape Colony, after which the sea broke on board, smashing the deck-house, wheel, &c., on the 10th of September 1875. Partial. | Inquiry held at Port Elizabeth before E. Philpott, Esq., Resident Magistrate, assisted by Navigating Lieutenant F. Skead, R.N., as Assessor, on the 28th of September 1875. | 2 (Master and Mate). | Casualty attributed to the master not attending personally to the navigation when approaching a dangerous position. | See Appendix, p. 435. |
| **"Sparrow Hawk."** *See* **"Pride of the Tamar."** | | | | | | | | |
| 99. **"Spindrift,"** *of Adelaide, S.A.,* Ketch, 71 Tons. Official No. 57,540. William Krause, *Master.* C. No. 100. (Colonial.) | - - - - | Tasmania, 1873 Wood. | W. H. Bundey, Adelaide, S.A. | Stranded in Waterloo Bay, near Streaky Bay, South Australia, on the 6th of February 1876. Partial. | Inquiry held at Adelaide before the Marine Board of South Australia, on the 16th of March 1876. | — | No blame attributed to Master or crew. Stranding occasioned by a sudden squall striking the vessel. | See Appendix, p. 435. |
| 100. **"Springbok,"** *of Melbourne,* Barque, 327 Tons. Official No. 30,343. G. Staton, *Master.* C.C. No. 14,747. | - - - | Rockland, U.S. Wood. | J. Marshall, Melbourne | Collision in Newcastle Harbour, N.S.W., on the 27th of June 1875. Partial. | Inquiry held at Newcastle, N.S.W., before the Local Marine Board, on the 12th of July 1875. | — | The Court found that the collision was caused through the *"Springbok,"* owing to the force of the gale dragging her anchor and parting her cable. They attributed no blame to the Master of the *"Springbok."* | See Appendix, p. 435. |
| **"San Juan,"** *of Sunderland,* Brig, 273 Tons. Official No. 58,129. Wilson Jeffery, *Master.* C.C. No. 86,998. | Lloyd's 10 A 1, 10.74 - | North Hylton, 1868. | T. Riley, Sunderland - | Partial. | - - - - | — | | |
| 101. **"Strata Florida,"** *of Aberystwith,* Barque, 266 Tons. Official No. 20,064. D. Vaughan, *Master.* C.C. No. 88,533. | - - - | Aberystwith, 1850 Wood. | M. Evans, Llanehystid, Cardiganshire. | Stranded near the Village of Nah, District of Rangoon, on the 14th of August 1875. Total. | Inquiry held at Rangoon before L. McIver, Esq., Officiating Magistrate, J. Mack, Esq., Deputy Master Attendant, assisted by J. Dewar, Esq., Master Mariner, as Assessor, on the 24th of August 1875. | — | The Master found to have shown a great want of judgment, care, and skill. His certificate suspended for 9 months. | See Appendix, p. 436. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 102. "**Sunda,**" S.S., *of London,* 1,029 Tons. Official No. 54,737. E. M. EDMOND, *Master.* C.C. No. 18,974. | - - - | Middlesboro', 1866. Iron. | Peninsula and Oriental Steam Navigation Co., London. | Struck on a rock near Turnabout Island, and afterwards beached on Station Island, China Sea, on the 14th of September 1875. Partial. | Inquiry held at Hong Kong before C. May, Esq., First Police Magistrate, Navigating Lieutenant H. G. Thomsett, R.N., Harbour Master, H. Magniac, Esq., Unofficial Justice of the Peace, R. H. Cairns, Esq., Government Marine Surveyor, and A. Donaldson, Esq., Master Mariner, on the 25th of November 1875. | 6 | Vessel found to have struck on a rock not marked on the Admiralty chart. No blame attached to the Master, but the Chief Officer censured for improperly carrying out the Master's instructions after the casualty. | See Appendix, p. 436. |
| 103. "**Susannah Cuthbert,**" S.S., *of Sydney, N.S.W.,* 161 Tons. Official No. 46,466. H. WALBROOK, *Master.* C.C. No. 30. (Colonial coasting certificate.) | - - - | Sydney, N.S.W., 1864. Wood. | J. Frazer, Sydney, N.S.W. | Stranded on Long Reef, near Sydney, N.S.W., on the 7th of July 1875. Total. | Inquiry held at Sydney before the Marine Board of New South Wales, on the 17th of July 1875. | — | The Master found to have neglected the sailing directions for approaching Sydney Harbour. His certificate suspended for 6 months. | See Appendix, p. 436. |
| 104. "**Taiaroa,**" S.S., *of Glasgow,* 228 Tons. Official No. 73,783. J. SPIEGELTHAL, *Master.* C.C. No. 88,967. | Lloyd's 100 A 1, 9.75 - | Pointhouse, 1875 Iron. | J. Galbraith, Glasgow - | Stranded on the Old Man Rock, off Dog Island, New Zealand, on the 10th of December 1875. Partial. | Inquiry held at Dunedin, N.Z., before J. Bathgate, Esq., Justice of the Peace and Resident Magistrate, assisted by W. Thompson, Esq., as Assessor, on the 18th of December 1875. | — | The Court considered the Master ought to have exercised more caution, but as there were alleviating circumstances in the case they only suspended his certificate for 30 days. | See Appendix, p. 436. |
| 105. "**Tasman,**" S.S., *of Hobart Town,* 490 Tons. Official No. 57,539. — LYON, *Master.* C.S. No. 37. (Colonial.) | - - - | Glasgow, 1873 - Iron. | Tasmanian Steam Navigation Co., Hobart Town, Tasmania. | Collision off Hobart Town Wharf, Tasmania, on the 21st of September 1875. Partial. | Inquiry held at Hobart Town, Tasmania, before W. Tarleton, Esq., Police Magistrate, on the 5th of October 1875. | — | The Master of the "*Tasman*" found in default, but on account of his general good character his certificate was returned to him, and he was admonished and ordered to pay the costs of inquiry. | See Appendix, p. 437. |
| "**Free Trader,**" *of Hobart Town,* Barque, 206 Tons. Official No. 31,959. *Master.* C. No. unknown. (Colonial.) | - - - | Hobart Town, 1850. | H. B. Evans, Hobart Town. | Partial. | - - - - | — | | |

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| 106. **"Tien Tsin,"** *of Launceston, Tasmania,* Barque, 253 Tons. Official No. 29,798. J. TAYLOR, *Master.* C.C. No. 8. (Colonial.) | - | - | Sunderland, 1861. Wood. | G. Fisher, Launceston, Tasmania. | Foundered on the 1st of December 1875 in Banks' Straits, off the Bay of Fires, Tasmania, after springing a leak on the 22nd of November 1875. Total. | Inquiry held at Hobart Town, Tasmania, before W. Tarleton, Esq., Police Magistrate, assisted by Rear Admiral E. K. Barnard, as Assessor, on the 6th of December 1875. | — | Cause of leak not adduced, but no blame attached to the Master or crew. | See Appendix, p. 437. |
| 107. **"Tonga,"** *of London,* Three-masted schooner, 298 Tons. Official No. 68,534. W. P. ARMITAGE, *Master.* C.C. No. 90,264. | Lloyd's 12 A 1, 4.74 | - | South Hylton, 1874. Wood. | Bullard, King, & Co., London. | Stranded near the mouth of the Illovo River, Port Natal, on the 16th of May 1875. Total. | Inquiry held at Durban, Natal, before J. F. K. Dillon, Esq., Acting Resident Magistrate, G. Rutherford, Esq., Collector of Customs, A. Airth, Esq., Port Captain, and G. C. Cato, Esq., Agent to Lloyd's, on the 10th of June 1875. | — | The Court considered the stranding was caused through negligence and want of judgment, and suspended the Master's certificate for 3 months. | See Appendix, p. 438. |
| 108. **"Uncle Tom,"** *of Sydney, N.S.W.,* Ketch, 27 Tons. Official No. 32,632. J. TYRRELL, *Master.* C.C. No. 206. (Colonial.) | - | - | Sydney, N.S.W., 1853. Wood. | J. Lancaster, Lake Maquarie, N.S.W. | Stranded on Lake Maquarie Bar, N.S.W., on the 21st of December 1875. Total. | Inquiry held at Newcastle before the Local Marine Board, on the 4th of January 1876. | — | Stranding caused through heavy seas. No blame attached to the Master. | See Appendix, p. 438. |
| 109. **"Victory,"** *of Sydney,* Brigantine, 142 Tons. Official No. 64,424. C. SMITH, *Master.* C.C. No. unknown. (Colonial.) | - | - | Jervis Bay, N.S.W., 1873. Wood. | H. Roch, Woollahea, Sydney, N.S.W. | Stranded near Richmond River, N.S.W., on the 1st of May 1875. Total. | Inquiry held at Sydney before the Marine Board of New South Wales, on the 7th of June 1875. | — | No blame attached to the Master. | See Appendix, p. 438. |
| 110. **"Wallaby,"** *of Sydney, N.S.W.,* Schooner, 78 Tons. Official No. 38,843. DAVID HUMPHREYS, *Master.* C.C. No. unknown. (Colonial.) | - | - | Brisbane Water, 1864. Wood. | R. Cox, Sydney, N.S.W. | Stranded on the North Spit, Sydney Harbour, on the 14th of May 1874. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 30th of June 1874. | — | Stranding found to have been caused through the wind failing, and the vessel thereby becoming unmanageable whilst crossing Sydney Bar. No blame attached to Master. | See Appendix, p. 411. |
| 111. **"Wallaroo,"** *of Adelaide,* Barque, 488 Tons. Official No. 53,967. S. W. SWEET, *Master.* C. No. unknown. | - | - | Maine, U.S., 1854. Wood. | T. Elder, Adelaide, S.A. | Dragged her anchor in heavy gale and stranded at Port Wallaroo on the 11th of May 1875. Total. | Inquiry held at Port Adelaide before the Marine Board of South Australia, on the 27th of July 1875. | — | Vessel found to have been lost through an error in judgment on the part of the Master, who was censured. | See Appendix, p. 438. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 112. "**Western,**" S.S., *of Sydney, N.S.W.*, 266 Tons. Official No. 48,414. T. DAVIES, *Master*, C.C. No. 30,449. | - - | Low Walker, 1861. Iron. | C. J. Stevens, Sydney, N.S.W. | Stranded on a shoal to the S.E. of Island Point, Trinity Bay, Queensland, on the 1st of December 1875. Partial. | Inquiry held at Brisbane before the Marine Board of Queensland, on the 20th of December 1875. | — | Vessel found to have stranded through an error on the part of the Master, who was censured. | See Appendix, p. 439. |
| 113. "**Windhover,**" *of Sydney, N.S.W.*, Brig, 207 Tons. Official No. 18,833. P. J. ROELS, *Master*, C.C. No. unknown. (Colonial.) | - - - | Kirkcaldy, 1854 Iron. | Wright & Co., Sydney, N.S.W. | Became leaky in heavy weather and was abandoned in the S. Pacific, Lat. 33° S., Long. 153° 16′ E., on the 20th of December 1874. Total. | Inquiry held at Sydney, N.S.W., before the Marine Board of New South Wales, on the 28th of December 1874. | — | No blame attached to the Master. | See Appendix, p. 439. |
| "**Young Dick.**" *See* "**Jane Spiers.**" | | | | | | | | |
| 114. "**Zambesi,**" S.S., *of London*, 1,540 Tons. Official No. 68,413. G. F. CATES, *Master*. C.C. No. 3,055. | Lloyd's 100 A 1, 8.74 - | Glasgow, 1873 - Wood. | Peninsular and Oriental Steamship Co., London. | Collision at the entrance to Victoria Harbour, Hong Kong, on the 17th of June 1875. Partial. | Inquiry held at Victoria, Hong Kong, before C. May, Esq., First Police Magistrate, Navigating Lieutenant J. P. McEwen, R.N., Harbour Master, R. McMurdo, Esq., Unofficial Justice of the Peace, R. H. Cairns, Esq., Government Marine Surveyor, and M. Brace, Esq., Master Mariner, on the 19th of June 1875. | — | Collision found to have been unavoidable, and no blame attributed to the Master or officers of the "*Zambesi.*" | See Appendix, p. 439. |
| Chinese fishing junk. | - - - | Unknown - Wood. | Unknown - - | Total. | - - - - | 6 | | |
| 115. "**Zeal,**" S.S., *of Liverpool*, 1,021 Tons. Official No. 70,987. F. H. PRIEST, *Master*. C.C. No. 12,706. —FOXLEY, *Chief Engineer*. C.C. No. 10,898. | Liverpool 20 years, Red, 9.75. | Seacombe, 1875 - Iron. | J. Glynn & Son, Liverpool. | One of the boilers exploded in the Arabian Sea, about 250 miles E. of Aden, on the 21st of March 1876. Partial. | Inquiry held at Bombay before C. P. Cooper, Esq., Senior Magistrate of Police, assisted by C. W. Pearson, Esq., Master Mariner, and H. B. Barnes, Esq., Superintendent Engineer, P. and O. Co., as Assessors, on the 25th of April 1876. | 2 | Explosion caused by accumulation of sediment and salt under the bridge plate of the boiler. The Chief Engineer blamed for not examining the combustion chamber under the bridge plate when in port. No blame attached to the Master, who was praised for his promptness after the explosion. | See Appendix, p. 439. |

## Table 48. STATEMENT of INQUIRIES by NAVAL COURTS into the CAUSES of WRECKS, CASUALTIES, and COLLISIONS of BRITISH VESSELS, of which Reports were received at the Board of Trade during the Year 1875–6.

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owners Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 1. "**Abdiel,**" S.S., *of London,* 1,030 Tons. Official No. 70,713. JAMES E. STEELE, *Master.* C.C. No. 20,785. | Lloyd's 100 A 1, 5.75 | Whiteinch, 1875 Iron. | R. Blythe, London - | Stranded on Buck Island, about 4 miles S.E. of St. Thomas, W.I., on the 15th of February 1876. Partial. | Naval Court held at St. Thomas, W.I., by W. G. Palgrave, Esq., H.B.M. Consul, M. B. Simmonds and A. Julien, Esqres., Merchants, and E. Richards and S. Kendrick, Esqrs., Master Mariners, on the 18th of February 1876. | — | Stranding caused by the negligence of the Master, but it was not considered necessary to remove him from the actual charge of the "*Abdiel.*" | See Appendix, p. 441. |
| 2. "**Ada,**" *of Plymouth,* Schooner, 129 Tons. Official No. 53,507. HENRY WESTLAKE, *Master.* C.C. No. 2,936. | Lloyd's A 1, 12 years, 6.71. | Netstakes, Cornwall, 1856. Wood. | E. Bowhay, Calstock, Cornwall. | Stranded about 1½ miles N.E. of the Bar of Rio Grande do Sul, Brazil, on the 25th of April 1875. Total. | Naval Court held at Rio Grande do Sul by R. Callander, Esq., H.B.M. Consul, J. Mackensie, Esq., Merchant, and A. Stephen, Esq., Master Mariner, on the 13th, 14th, 15th, and 18th of May 1875. | — | Master absolved from blame - | See Appendix. p. 441. |
| 3. "**Æolus,**" *of Halifax, N.S.,* Brigantine, 252 Tons. Official No. 54,118. THOMAS O'REILLY, *Master.* C.C. No. 16,244. SAMUEL FOOT, *Chief Mate.* C.C. (*as Master*) No. 17,377. | - - - | Londonderry, N.S., 1866. Wood. | C. N. Cummings, Londonderry, N.S. | Stranded at the mouth of the River Elbe, on the 17th of February 1876. Total. | Naval Court held at Hamburg by G. Annesley, Esq., H.B.M. Consul, and G. H. Nash and J. J. Ormiston, Esqrs., Master Mariners, on the 23rd of February 1876. | — | Loss of vessel attributed to the Master being ignorant of the set of the tide, and miscalculating his position; also through carrying too much canvas to admit of proper soundings being taken. The master, although summoned, did not appear before the Court. The Mate's certificate returned to him. | See Appendix, p. 441. |
| 4. "**Amity,**" *of Sunderland,* Barque, 519 Tons. Official No. 62,522. WILLIAM SHEARER, *Master.* C.C. No. 2,371. | Lloyd's *A 1 - - | Sunderland, 1869 Iron. | E. T. Gourley, Sunderland. | Stranded on Tambaga Reef, near Bawean Island, Java Sea, on the 31st of August 1875. Total. | Naval Court held at Sourabaya by A. P. Cameron, Esq., H.B.M. Vice-Consul, R. A. Ferguson, Esq, Merchant, and J. Cumming and A. McIntyre, Esqrs., Master Mariners, on the 18th of September 1875. | — | Loss of vessel attributed to a strong and unusual current. Master and officers exonerated from all blame, and their certificates returned to them. | See Appendix, p. 442. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 5. **"Arab,"** S.S., *of Borrowstoness*, 649 Tons. Official No. 65,602. WILLIAM JACOBSON, *Master*. C.C. No. 12,021. L. J. WIGSTEN, *Swedish Pilot*. | Lloyd's 90 A 1, 7.75 - | Inverkeithing, 1875. Iron. | J. Grant, Leith - | Stranded off Burgsvik, Island of Gotland, Baltic Sea, on the 4th of November 1875. Partial. | Naval Court held at Stockholm by W. F. Segrave, Esq., H.B.M. Consul, and O. Baker and P. F. Luck., Esqrs., Merchants, on the 29th and 30th of December 1875, and 3rd, 4th, and 5th of January 1876. | — | The *"Arab"* was towing the Russian dredger *"Neva No. 3"* with too great a length of hawser, when the dredger collided with a Norwegian schooner, and the *"Arab"* stranded whilst endeavouring to tow the damaged dredger into a place of safety. Stranding of *"Arab"* attributed to the gross ignorance and incompetence of the Swedish Pilot. Master of *"Arab"* acquitted of blame in connection with the actual stranding of his ship. The charges of drunkenness made against the Master were not borne out by the evidence, but he was reprimanded for not taking sufficient precautions in towing the dredger. | See Appendix, p. 442. |
| 6. **"Athena,"** *of Port Adelaide, S.A.*, Barque, 412 Tons. Official No. 56,081. ALEXANDER INGLIS, *Master*. C. No. unknown. (Colonial.) | Lloyd's 8 A 1 - | South Shields, 1868. Wood. | H. Simpson, Port Adelaide, S.A. | Stranded near the entrance of the Boulari Pass, New Caledonia, on the 16th of December 1875. Partial. | Naval Court held at Noumea, New Caledonia, by J. Gillies, Esq., H.B.M. Vice-Consul, and R. R. Brown and J. R. Scaplehorn, Esqrs., Master Mariners, on the 17th of December 1875. | — | Stranding of vessel arose from an error in judgment on the part of the Master, in supposing himself to be at a much greater distance from the reef when he sighted the light than he actually was. The hazy state of the atmosphere may have accounted for the error of the Master. | See Appendix, p. 443. |
| 7. **"Atlantic,"** *of Liverpool*, Ship, 1,709 Tons. Official No. 59,942. GUSTAV O. MELLIN, *Master*. C.C. No. 1,579. | Lloyd's 9 A 1 - | Quebec, 1869 - Wood. | A. Cassels, Liverpool - | Stranded off the Islands of Lobos de Terra, Coast of Peru, on the 17th of January 1876. Total. | Naval Court held at Callao by E. March, Esq., H.B.M. Consul, and G. Chambers and G. G. Coatherpe, Esqrs., Master Mariners, on the 17th of January 1876. | – | Master was imprudent in getting under weigh with light winds at an hour of the day when it generally falls calm, and a fog having set in, he was much to blame for not having kept the lead in constant use, to ascertain if the ship was drifting. The vessel ought to have been brought to an anchor immediately the fog got thick, and the fact of her being in charge of a Pilot did not relieve the Master from responsibility. The Master severely reprimanded for not exercising greater care, and his certificate suspended for 3 months. | See Appendix, p. 443. |

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| 8. **"Aurelie,"** *of Quebec,* Barque, 548 Tons. Official No. 59,894. OCTAVE COTE, *Master.* C.C. No. 621. (Colonial.) | Ver. 3/3, L. 1. 1., for 9 years, from May 1869, 4.75. | Quebec, 1869 - Wood. | E. Michou, Quebec - | Burned through spontaneous ignition of cargo (coal) in about Lat. 16° 39′ N., Long. 30° 16′ W., on the 7th of August 1875. Total. | Naval Court held at New York by E. M. Archibald, Esq., H.B.M. Consul General, and T. Cook and W. Walker, Esqrs., Master Mariners, on the 3rd of September 1875. | — | Lost through spontaneous ignition of cargo (coal). Sufficient precautions for the ventilation of the cargo and the escape of gases should have been adopted at the time the cargo was taken on board. It did not appear on whom the duty of making such a provision devolved. The Master acquitted himself with skill and courage. | See Appendix, p. 443. |
| **"Bio Bio,"** S.S. *See* **"Cotopaxi."** | | | | | | | | |
| 9. **"Caledonian,"** S.S., *of Liverpool,* 1,851 Tons. Official No. 65,954. JOHN HAMILTON, *Master.* C.C. No. 98,493. | Liverpool 20 years, Red, 7.72. | South Stockton, 1872. Iron. | A. Cassels, Liverpool - | Stranded at Escullos, Coast of Spain, on the 7th of May 1875. Total. | Naval Court held at Almeria by P. Barron, Esq., H.B.M. Vice-Consul, J. M. Neale, Esq., Merchant, and W. Smith and W. Weightman, Esqrs., Master Mariners, on the 1st of June 1875. | | Casualty must have arisen from irregular currents at Cape de Gate, not generally known, and from the dense fog and variation of the compasses. Master and officers acquitted of all blame. | See Appendix, p. 443. |
| 10. **"Caroline,"** *of Liverpool,* Brig, 248 Tons. Official No. 69,275. JOHN CAMPBELL, *Master.* C.C. No. 69,275 | - - - | Hanover, 1863 - Wood. | O. Lowenthal, Liverpool | Foundered in about Lat. 14° 38′ N., Long. 27° W., on the 14th of February 1876. Total. | Naval Court held at Hamburg before G. Annesley, Esq., H.B.M. Consul, and A. Holmes, E. Scott, and R. Parker, Esqrs. Master Mariners, on the 17th of March 1876. | — | Loss of vessel attributed to the choking of the pumps by palm kernels, which formed part of the cargo, not having been shipped in bags. The Consul appended his opinion to the judgment of the Court to the effect that, although it was stated in evidence that the dunnage had been satisfactorily laid, nevertheless it could not have been so or the casualty would not have happened. | See Appendix, p. 444. |
| 11. **"Catherine Marden,"** *of London,* Schooner, 287 Tons. Official No. 68,457. WILLIAM MARDEN, *Master.* C.C. No. 25,434. | Lloyd's 11 A 1, 8.73 - | South Hylton, 1873. Wood. | W. Marden, London | Collision in about Lat. 38° 40′ N., Long. 121° E. on the 21st of October 1875. Trifling damage. | Naval Court held at Chefoo by W. H. Lay, Esq., H.B.M. Consul, and J. Nicol and J. Stott, Esqrs., Master Mariners, on the 25th of October 1875. | — | The *"Chin Heng Tai"* entirely to blame for the collision, as she had no lights burning at the time. The certificate of the Master of the *"Catherine Marden,"* returned to him. | See Appendix, p. 444. |
| **"Chin Heng Tai,"** Chinese junk. | - - - | Unknown Wood. | Unknown - - | Unknown. | - - - - | — | | |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 12. "**Clevedon,**" S.S., *of Liverpool,* Barque, 698 Tons. Official No. 60,086. DAVID HUGHES, *Master.* C.C. No. 88,378. | Lloyd's *A A 1, 5.74 | Liverpool, 1868 Iron. | E. C. Friend, Liverpoo | Abandoned on fire at sea, in about Lat. 41° 52′ S., Long., 78° 33′ W., on the 21st of September 1875. Total. | Naval Court held at Valparaiso by J. de V. D. Hay, H.B.M. Consul, Lieutenant J. D. Deane. H.M.S. "*Tenedos,*" and W. Harris, Esq., Master Mariner, on the 4th of October 1875. | — | Spontaneous combustion of cargo (coal). Master and officers acquitted of blame and their certificates returned to them. | See Appendix, p. 444. |
| 13. "**Colombo,**" *of Greenock,* Ship, 1,199 Tons. Official No. 62,058. WILLIAM MURDOCK, *Master.* C.C. No. 29,338. JOHN KERR, *Chief Mate.* C.C. (*as Master*) No. 92,958. | - - - | Port Glasgow, 1868. Iron. | Kerr & Co., Greenock | Stranded off Perico Island, Bay of Panama, on the 25th of December 1875. Partial. | Naval Court held at Panama by H. Mallet, Esq., H.B.M. Consul, Commander E. Rice and Navigating Lieutenant T. H. Smith, of H.M.S. "*Albatross,*" and G. Chambers, Esq., Master Mariner, on the 5th of January 1876. | — | Stranding caused by negligence on the part of the Master. His certificate suspended for 1 year. Chief Mate severely reprimanded for not using the hand lead, and fixing the position of the ship by cross bearings whilst he was officer of the watch. | See Appendix, p. 444. |
| 14. "**Commodore,**" *of Hartlepool,* Barque, 391 Tons. Official No. 46,801. ROBERT BOYES, *Master.* C.C. No. 27,358. | - - - | Prince Edward Island, 1863. Wood. | W. Gray, Hartlepool - | Damaged by fire at Wifsta Wharf, near Sundsvall, Sweden, on the 7th of June 1875. Partial. | Naval Court held at Sundsvall by W. F. Segrave, Esq., H.B.M. Consul, and O. Baker and P. F. Luck, Esqrs., on the 5th and 6th of August 1875. | — | Fire caused by a lighted candle having fallen under the battens with which the ship was being loaded. The practice of using naked lights between decks was forbidden by the port regulations of Wifsta Wharf, but the regulations were not enforced. In the absence of all evidence of crime and culpable negligence, and the testimony borne to the prevalence of the practice, as well as to the exertions made by the officers and crew to save property, the Court refrained from reprimanding the Master and returned him his certificate. | See Appendix, p. 445. |
| 15. "**Cotopaxi,**" S.S., *of Liverpool,* 2,583 Tons. Official No. 69,265. ROBERT RUSSELL, BRYCE WILLIAMS, *Master.* C.C. No. 16,303. THEODORE LEPORTIER, *Second Mate.* C.C. No. 28,378. GEORGE WHITE, *Chief Engineer.* C.C. No. 9,532. | Ver. 3/3, L 1. 1., I. Division, from May 1873, 5.73. Liverpool 20 years, Red, 5.73. | Govan, 1873 - Iron. | The Pacific Steam Navigation Co., Liverpool. | Collision about 17 miles off the River Maule, Coast of Chili, on the 14th of October 1875. Partial. | Naval Court held at Valparaiso by J. de V. D. Hay, H.B.M. Consul, Lieutenant R. B. Needham, of H.M.S. "*Tenedos,*" and A. McBeth Elliot, Esq., Master Mariner, on the 18th and 19th of October 1875. | — | Collision caused by the "*Bio Bio*" acting in direct opposition to the rule of the road at sea. The Master, the officer of the watch and the Chief Engineer of the "*Cotopaxi*" acquitted of blame and their certificates returned to them. | See Appendix, p. 445. |
| "**Bio Bio,**" S.S., *of Chili,* —MONTANO, *Master.* | - - | Reiherstieg, 1869 Iro | The Chilian Steamship Co., Valparaiso. | Partial. | - - - | — | | |

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| 16. "**Derwent,**" *of London,* Barque, 599 Tons. Official No. 56,859. JOHN GADD, *Master.* C.C. No. 15,412. | Lloyd's *A 1 | - | Glasgow, 1867 - Iron. | W. H. Tindall, Lewisham, Kent. | Stranded at Sangian Siera, near Java Head, Island of Java, on the 19th of September 1875. Total. | Naval Court held at Batavia by W. T. Fraser, Esq., H.B.M. Consul, H. S. Howlett, Esq., Merchant, and W. Fordyce and J. Westcott, Esqrs., Master Mariners, on the 30th of September 1875. | — | Loss of vessel attributed to an error in judgment on the part of the Master in mistaking an island and headland on the coast of Java for another island and headland similar in appearance, and not far distant. No blame attached to Master. | See Appendix, p. 445. |
| 17. "**Eamont,**" *of Sunderland,* Brig, 285 Tons. Official No. 16,356. STEPHEN ANDREW LAWS, *Master.* C.S. No. 43,030. | - | - - | Southwick, Durham, 1834. Wood. | C. J. Riches, Sunderland | Stranded on the Kane Reef, East Coast of the Island of Gotland, on the 6th of November 1875. Total. | Naval Court held at Stockholm by W. F. Segrave, Esq., H.B.M. Consul, and O. Baker and P. F. Luck, Esqrs., on the 1st and 2nd of December 1875. | — | Master guilty of an error in judgment in keeping too near the mainland of the island of Gotland. As the reef on which the vessel struck was not marked on the Master's chart, and his sailing directions gave no intimation of the depth of water on the Gotland side of the channel, the Court refrained from suspending his certificate. | See Appendix, p. 446. |
| 18. "**Ellon Castle,**" *of Hong Kong,* Barque, 331 Tons. Official No. 16,373. HENRY RAMSEY, *Master.* C.C. No. 5,820. | - | - - | Peterhead, 1853 Wood. | H. Ramsey, Chefoo, China. | Parted cables and stranded in the Harbour of Chefoo, China, on the 19th of August 1875. Total. | Naval Court held at Chefoo by W. H. Lay, Esq., H.B.M. Consul, Lieutenant H. J. G. Garbett, H.M.S. "*Audacious,*" and K. Vanderwood, Esq., Master Mariner, on the 28th of August 1875. | 5 | Lost through stress of weather. The Master's certificate returned to him. | See Appendix, p. 446. |
| 19. "**England,**" *of Singapore,* Barque, 860 Tons. Official No. 45,769. THEODORE EMIL PFIEFFER, *Master.* C.C. No. 195. (Singapore.) | Lloyd's cont., 1873, 3 A 1 | | Sunderland, 1863 Wood. | Ong Boon Keng, Penang | Stranded on the North-west Coast of the Island of Formosa, China, on the 21st of September 1875. Total. | Naval Court held at Amoy by Lieutenant W. B. Forbes, H.M.S. "*Hart,*" G. Phillips, Esq., H.B.M. Acting Consul, and G. Carphin and H. Cape, Esqrs., Master Mariners, on the 25th and 26th of October 1875. | — | Lost through the gross negligence of the Master. His certificate cancelled. | See Appendix, p. 446. |
| 20. "**Georgina,**" *of Hong Kong,* Brig, 222 Tons. Official No. 64,106. JAMES ALEXANDER MITCHELL, *Master.* C.C. No. unknown. (Colonial.) | - | - | Flensburg, 1860 Foreign name "*Isis.*" Wood. | J. F. Mitchell, Nagasaki, Japan. | Stranded on the Blockhouse Shoal, Shanghai River, on the 10th of May 1875, and subsequently abandoned. Total. | Naval Court held at Shanghai by A. Davenport, Esq., H.B.M. Vice-Consul, Lieut. J. Pipon and Navigating Lieut. P. Aplin, H.M.S. "*Modeste,*" and G. F. Cates and J. M. Whyte, Esqrs., Master Mariners, on the 4th of June 1875. | — | Stranded owing to the Master's ignorance of the exact position of the vessel, and the set and strength of the tide. Master deserving of censure for his imprudence in running up the river at night without a Pilot. Abandonment of vessel justifiable; the Master's certificate returned to him. | See Appendix, p. 446. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 21. "**Glengyle,**" S.S., *of London,* 1,265 Tons. Official No. 50,009. AMHERST CARNELL, *Master.* C.C. No. 16,149. JOHN BRISTOW BALL, *Chief Mate.* Provisional certificate granted by Senior Naval Officer. GEORGE TAYLER, *Second Mate.* Italian certificate. | - | Dumbarton, 1864 Iron. | The China Navigation Co., London. | Stranded off the S.E. end of the Island of Namoa, Coast of China, on the 9th of November 1875. Total. | Naval Court held at Shanghai by Navigating Lieut. W. Hutton, H.M.S. "*Thalia,*" W. M. Cooper, Esq., H.B.M. Acting Vice-Consul, and C. Anderson, Esq., Master Mariner, on the 22nd and 23rd of November 1875. | 48 | Stranding entirely due to the negligent and reckless navigation of the Master, who was drowned. The Chief Mate found guilty of neglect of duty in not having a man constantly at the lead whilst in such close proximity to the land, and in not having a good look-out kept by day as well as by night. The Court were misled by the evidence of the First and Second Mates as to the place where the vessel stranded, and expressed great disapprobation of the statements made by those officers as to the distance of the rock on which the ship struck, off the Island of Namoa. | See Appendix, p. 447. |
| 22. "**Grenada,**" *of Greenock,* Ship, 683 Tons. Official No. 49,532. WALTER MCLAREN, *Master.* C.C. No. 88,615. WILLIAM ALLAN BEATTIE, *Chief Mate.* C.C. No. 90,272. | Lloyd's cont., March 1874, 7 A 1, 8.74. | Dumbarton, 1864 Wood. | Kerr & Co., Greenock - | Stranded in the Straits of Sapoedi, Java Sea, on the 20th and 21st of October 1875. Partial. | Naval Court held at Sourabaya by A. P. Cameron, Esq., H.B.M. Vice-Consul, R. A. Fergusson, Esq., Merchant, and H. Marsh and W. Fordyce, Esqrs., Master Mariners, on the 5th of November 1875. | — | First stranding considered to be accidental. Second stranding attributed to an error in judgment on the part of the Chief Mate, who was blamed for acting contrary to the instructions of the Master, and his certificate was suspended for 6 months. The Master's certificate was returned to him. Three seamen belonging to the "*Grenada*" were sentenced to be discharged from their ship, and to forfeit 14 days pay each, for making a charge of drunkenness against the Master and Chief Mate, which they failed to substantiate. | See Appendix, p. 447. |
| "**Guadiana.**" *See* "**Norseman.**" | | | | | | | | |
| 23. "**Hector,**" S.S., *of Liverpool,* 1,523 Tons. Official No. 63,339. WILLIAM ROBINSON, *Master.* C.C. No. 14,724. | - - - | Hebburn, 1871 Iron. | The Ocean Steamship Co., Liverpool. | Stranded near Chih Sen Island, at the entrance to Amoy Harbour, China, on the 4th of October 1875. Total. | Naval Court held at Amoy by Lieut. W. B. Forbes, H.M.S. "*Hart,*" G. Phillips, Esq., H.B.M. Consul, and T. C. Cocker and J. Doncaster, Esqrs., Master Mariners, on the 18th of October 1875. | — | Lost through an error in judgment on the part of the Master in attempting to enter the outer harbour of Amoy after dark. His certificate suspended for 15 months. | See Appendix, p. 447. |

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| 24. "**Ismay,**" *of Liverpool,* Barque, 422 Tons. Official No. 29,643. ALEXANDER PATTIE, *Master.* C.C. No. 31,105. ALEXANDER TULLIS, *Chief Mate.* C.C. No. 94,835. H. P. CHAPMAN, *Second Mate.* C.C. No. 82,422. | Lloyd's A A 1, 1.75 - | Glasgow, 1861 - Iron. | J. W. Robertson, Dundee. | Stranded off Choros Island, Coast of Chili, on the 31st of May 1875. Total. | Naval Court held at Valparaiso by J. de V. D. Hay, H.B.M. Consul, Lieut. C. H. Sivell, R.N.R., Marine Superintendent Pacific Steam Navigation Company, and J. Hellam, Esq., Master Mariner, on the 14th and 15th of June 1875. | | The Master showed great want of caution whilst nearing land. He was also culpable for leaving the ship's log behind when the vessel was abandoned, and for returning the Second Mate his certificate and allowing him to ship on board another vessel, instead of obliging him to go to Valparaiso as a witness, he having been officer of the watch at the time of the casualty. The Master's certificate suspended for 6 months. As the Chief Mate was also responsible for the log, he was reprimanded for his neglect, but his certificate was returned to him. | See Appendix, p. 448. |
| 25. "**James Paton,**" *of Ayr,* Barque, 396 Tons. Official No. 12,098. WILLIAM COTTER, *Master.* C.C. No. 224. | - - - | Troon, 1855 - Wood. | G. H. Burnett, London | Stranded at Fukushima, District of Hamamatsu, Japan, on the 10th of August 1875. Total. | Naval Court held at Yokohama, Japan, by R. Robertson, Esq., H.B.M. Consul, Lieut. H. Warren, H.M.S. "*Charybdis,*" and B. Orchard, Esq., Master Mariner, on the 1st of September 1875. | — | Lost through stress of weather. The Master's certificate returned to him. | See Appendix, p. 448. |
| 26. "**Jessie Scott,**" *of London,* Barque, 312 Tons. Official No. 43,665. THOMAS PERRIN, *Master.* C.C. No. 87,034. THOMAS GIBSON, *Chief Mate.* C.C. No. 96,540. | Lloyd's cont., Nov. 1873, 7 A 1, 2.75. | North Hylton, 1863. Wood. | A. C. Perrin, London - | Abandoned in Lat. 49° 14′ S., Long. 78° 24′ W., on the 16th of September 1875. Total. | Naval Court held at Callao by Commander J. G. J. Hanmer, H.M.S. "*Daring,*" B. R. Wilson, Esq., H.B.M. Vice-Consul, Navigating Lieut. J. R. Veitch, H.M.S. "*Daring,*" and E. Featherstonhaugh and M. Evans, Esqrs., Master Mariners, on the 20th and 21st of October 1875. | 1 | Abandonment justifiable, as the men must have been disheartened and worn out by the succession of gales. Vessel too deeply laden to round Cape Horn in the middle of winter, and the cargo, principally iron pipes, was stowed too low in her. The certificates of the Master and Mate returned to them. | See Appendix, p. 448. |
| 27. "**La Bonne Intention,**" *of Greenock,* Barque, 358 Tons. Official No. 63,433. JOHN SAWTELL, *Master.* C.C. No. 26,653. | Lloyd's 10 A 1, 11.73 - | Blyth, 1869 - Wood. | D. McLaren, Greenock | Destroyed by fire in Lat. 49° N., Long. 26° 45′ W., on the 23rd of June 1875. Total. | Naval Court held at New York by E. M. Archibald, Esq., H.B.M. Consul General, and W. Gardiner and J. J. Small, Esqrs., Master Mariners, on the 2nd and 3rd of July 1875. | — | The Court were unable to ascertain positively the cause of the fire, but inclined to the opinion that the rum, which formed a great part of the cargo, either leaked or was broached and found its way into the forepeak. The evidence, however, failed to show how the fire originated. The Master exerted himself skilfully to subdue the fire, and appeared to have been zealously supported by his officers and crew. | See Appendix, p. 448. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives Lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 28. "**Lobo**," S.S., *of Liverpool*, 44 Tons. Official No. 69,352. CHARLES PERING ROSE, *Master*. C.C. No. 86,619. | - - - | Govan, 1874 - Iron. | The Pacific Steam Navigation Co., Liverpool. | Stranded about 15 miles S. of the Gully of Camaronis, Peru, on the 3rd of July 1875. Total. | Naval Court held on board H.M.S. "*Daring*," at Callao, by Commander J. G. J. Hanmer, H.M.S. "*Daring*," B. R. Wilson, Esq., H.B.M. Vice-Consul, Navigating Lieutenant J. R. Veitch, H.M.S. "*Daring*," and W. Clampitt, Esq., Master Mariner, on the 16th of July 1875. | 1 | The Master found guilty of gross negligence, and sentenced to be dismissed from the service of the Pacific Steam Navigation Company, to have his certificate cancelled, and to pay the expenses of the Court out of the wages due to him. | See Appendix, p. 449. |
| 29. "**Lochbulig**," *of Aberdeen*, Schooner, 333 Tons. Official No. 65,077. ALEXANDER MCPHERSON, *Master*. C.C. No. 3,917. | Lloyd's 10 A 1, 7.71 - | Aberdeen, 1871 Wood. | J. Morris, Shanghai - | Stranded on Lambay Island, off Formosa, China, on the 15th of October 1875. Total. | Naval Court held at Amoy by Lieutenant W. B. Forbes, H.M.S. "*Hart*," G. Phillips, Esq., H.B.M. Acting Consul, and G. Carphin and H. Cape, Esqrs., Master Mariners, on the 26th of October 1875. | — | Driven close to the coast by a heavy gale of wind, and was then carried helplessly ashore during a calm, by the strong current and heavy swell setting towards Lambay Island. The Master acquitted of blame. | See Appendix, p. 449. |
| 30. "**Lochiel**," *of Peterhead*, Schooner, 216 Tons. Official No. 65,361. DAVID STEVENSON EWAN, *Master*. C.C. No. 85,688. | Lloyd's 9 A 1, 3.75 - | Peterhead, 1875 Wood. | G. Mitchell, Peterhead - | Stranded on Chang Shan Island, in the Mian Tian Group, China, on the 17th of March 1876. Partial. | Naval Court held at Tientsin by Lieutenant R. O. Webb and Navigating Lieutenant J. W. McFarlane, H.M.S. "*Growler*," B. C. G. Scott, Esq., H.B.M. Consular Assistant, and W. Crichton, Esq., Master Mariner, on the 31st of March 1875. | — | Stranded through error in judgment on the part of the Master, in not keeping more to the northward, and avoiding the westerly set of the tide; in steering a course to pass too near the Island of Chang Shan in such thick weather; and in neglecting the use of the lead. After taking all the circumstances into consideration, the Court only considered it necessary to censure the Master. | See Appendix, p. 449. |
| 31. "**Magdala**," *of Liverpool*, Ship, 798 Tons. Official No. 35,049. WILLIAM WILES, *Master*. C.C. No. 21,432. | - - - | Tynemouth, N.B., 1853. Wood. | H. Fernie, Liverpool - | Stranded on Chandeleur Islane, Gulf of Mexico, on the 18th of March 1876. Total. | Naval Court held at New Orleans by A. de G. de Fonblanque, Esq., H.B.M. Consul, and R. Harvey, R. H. North, and A. Reid, Esqrs., Master Mariners, on the 29th of March 1876. | 4 | Vessel carried out of her course by currents, the course and strength of which it was difficult to calculate. It would have been wiser had the Master anchored or gone on the other tack, where soundings of eight fathoms were made, but considering the badness of the anchorage and the near approach of daylight, he was not considered to blame in that respect. Mr. Fonblanque, the President of the Court, was of opinion that the Master ought to have anchored or gone about as soon as he found eight fathoms; in all other respects he agreed with the above finding. | See Appendix, p. 450. |

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| 32. "**Marietta,**" *of Liverpool,* Ship, 1,193 Tons. Official No. 47,516. WILLIAM HUGHES, *Master.* C.C. No. 15,949. WILLIAM REID, *Chief Mate.* C.C. No. 32,010. JOHN OWENS, *Second Mate.* C.C. No. 96,381. | Ver. 3/3, L. 1. 1., for 5 years, from Dec. 1874, 3.75. | St. John, N.B., 1863. Wood. | J. L. Jones, Nantle, co. Carnarvon. | Stranded (supposed on the Wheatstone Reef, off Point of Ayr, Isle of Man), whilst on a voyage from Liverpool to Callao in 1875. Partial. [The Court also investigated certain charges preferred by the crew against the Master, of neglecting to provide them with proper food and accommodation, and of contributing to the death of a seaman by witholding from him needful food and medicines.] | Naval Court held at Callao by E. March, Esq., H.B.M. Consul, and J. Nevil and D. Owen, Esqrs., Master Mariners, on the 3rd and 4th of November 1875. | — | Primary cause of stranding was the Second Mate's neglect in not calling the Master as ordered. Master greatly to blame for trusting entirely to the Second Mate, and neglecting to see that the lead was properly attended to. He also failed in his duty in not seeing proper entries made in the ship's log-book. The Chief Mate reprimanded for the disgraceful manner in which he kept the log-book. The Master exonerated from all responsibility in connection with the death of the seaman, and the Court considered that the provisions, water, and medicine, supplied by him were all that was required by the Act of 1854. One half of the expenses attendant on the Court to be borne by the Master, and the other half by the two Mates in equal proportions. | See Appendix, p. 450. |
| 33. "**Melodia,**" *of Aberystwith,* Brigantine, 157 Tons. Official No. 13,093. JOHN JONES, *Master.* C.S. No. 42,212. DAVID WILLIAMS, *Mate.* C.C. (*as only Mate*) No. 95,248. | - - - | New Quay, Cardiganshire, 1855. Wood. | R. Roberts, Aberystwith. | Stranded on the Coast of Estreito, to the northward of Rio Grande do Sul Bar, Brazil, on the 12th of March 1875. Total. | Naval Court held at Rio Grande do Sul by R. Callander, Esq., H.B.M. Consul, J. Mackensie, Esq., Merchant, and P. Giffard and J. T. Netherton, Esqrs., Master Mariners, on the 31st of March, and 1st and 2nd of April 1875. | — | Master to blame for not using the deep-sea lead when the ship was hove to at midnight. As he had sustained heavy loss, having been part owner of the vessel, the Court refrained from ordering him to pay costs. The Mate blamed for not using the lead during his watch, and his certificate suspended for 6 months. Mr. Giffard objected to the censure on the Master. | See Appendix, p. 450. |
| 34. "**Niger,**" *of Whitby,* Brig, 283 Tons. Official No. 2,673. JAMES GOODING, *Master.* C.C. No. 33,113. | - - | Sunderland, 1835. Wood. | B. Granger, Robin Hood's Bay, Yorkshire. | Stranded at Böda, North-east Coast of the Island of Oland, Baltic Sea, on the 7th of November 1875. Total. | Naval Court held at Stockholm by W. F. Segrave, Esq., H.B.M. Consul, and O. Baker and P. F. Luck, Esqrs., on the 6th, 7th, and 8th of December 1875. | — | Stranded through default of the Master in not keeping the lead going when navigating his vessel in a gale of wind, and approaching a dangerous coast in thick weather. He also showed great want of judgment in standing in towards the land with seven hours of darkness before him. His certificate was suspended for 9 months. | See Appendix, p. 450. |

| Name, &c. of Ship. | Whether classed in Lloyd's Register, Liverpool Book, or Bureau Veritas, with date of last Survey. | Where and when built. | Owner's Name and Address. | Nature, &c. of Disaster. | Court by whom Inquiry was made. | No. of Lives lost. | Result of Inquiry. | Page of Report in Appendix. |
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| 35. "**Norseman,**" S.S., *of London,* 866 Tons. Official No. 51,290. JOHN HENRY JENKINS, *Master.* C.C. No. 28,717. | Lloyd's A A 1, 7.75 - | Deptford, 1865 - Iron. | The Western and Brazilian Telegraph Co., London. | Collision in the Harbour of Rio de Janeiro, on the 15th of October 1875. Partial. | Naval Court held at Rio de Janeiro by R. Austin, Esq., H.B.M. Consul, Navigating Lieut. C. Brent, H.M.S. "*Volage,*" and H. Emmett, Esq., Master Mariner, on the 6th and 7th of November 1875. | — | The primary cause of the collision was the position of the French S.S. "*Orenoque,*" which was lying in the fairway between the two vessels, and so prevented each Master from seeing the other vessel until it was too late to avoid a collision, which both Masters did their utmost to prevent. As the "*Guadiana*" was badly struck and full of passengers, the Court disapproved of the conduct of the Master of the "*Norseman*" in not having sent boats to her assistance after the collision. | See Appendix, p. 451. |
| "**Guadiana,**" S.S., *of London,* 1,597 Tons. Official No. 70,718. ANDREW GILLIES, *Master.* C.C. No. 15,784. | Lloyd's 100 A 1, 5.75 - | Govan, 1875 - Iron. | The Royal Mail Steampacket Co., London. | Partial. | - - - - | — | | |
| 36. "**Sally,**" *of North Shields.* Barque, 296 Tons. Official No. 60,523. WILLIAM TAIT, *Master.* C.C. No. 3,060. GEORGE KAYSER, *Chief Mate.* (German certificate.) | Lloyd's *A 1, 1.75 - | North Shields, 1869. Iron. | M. Howlett, Shanghai - | Stranded about 7 miles N.E. of Cupchi Point, near Swatow, China, on the 1st of November 1875. Total. | Naval Court held at Amoy by Lieut. W. B. Forbes, H.M.S. "*Hart,*" G. Phillips, Esq., H.B.M. Acting Consul, and C. Birnie, Esq., Master Mariner, on the 20th of November 1875. | — | Lost through grave errors in navigation on the part of the Master, and through the disobedience of the Chief Mate in not taking a cast of the lead as ordered. The Master's certificate suspended for 6 months. As the Chief Mate held a German certificate, the Court were only empowered to severely censure him, and to represent his conduct to the German Consul at Amoy. | See Appendix, p. 451. |
| 37. "**Snowdrop,**" *of Yokohama,* Schooner, 62 Tons. Provisional certificate. FREDERICK TAYLOR, *Master.* C.C. No. 413. (Colonial.) | - - - | Hakodate, 1874 Wood. | H. J. Snow, Yokohama | Stranded in Jap Bay, Island of Iturup, one of the Kurile Islands, North Pacific Ocean, on the 4th of December 1874. Total. | Naval Court held at Hakodate, Japan, by R. Eusden, Esq., H.B.M. Consul, and J. Wilson and J. R. Thompson, Esqrs., on the 28th of May 1875. | — | Lost through stress of weather. No blame attached to Master. | See Appendix, p. 451. |
| 38. "**Uhla,**" *of Stockton,* Brig, 337 Tons. Official No. 5,386. ERNST LEONOR HERBST, *Master.* C.C. No. 85,940. | - | Hull, 1841 - Wood. | H. F. Craggs, Middlesborough. | Stranded at Rysten, near Oregrund, Coast of Sweden, on the 15th of November 1875. Partial. | Naval Court held at Stockholm by W. F. Segrave, Esq., H.B.M. Consul, and O. Baker and P. F. Luck, Esqrs, on the 20th and 21st of November 1875. | — | Remote cause of the loss of vessel attributed to intricate navigation during exceptionally heavy weather, and thick with snowstorms. Vessel not in such immediate danger as to necessitate the slipping of the anchors, and the Master should have exercised his authority over his crew, and insisted on their remaining by the ship until all measures had been exhausted to save her. He was reprimanded; but his certificate was returned to him. | See Appendix, p. 451. |

Table 49. **STATEMENT of PROCEEDINGS** resulting in Sentences instituted under Acts relating to Merchant Shipping, before Tribunals in the United Kingdom and the Colonies, and Naval Courts Abroad, in respect of Breaches of Discipline committed by Masters, Officers, or Crews of British Merchant Vessels, during the Year 1875–6.

[NOTES.—(1) *Cases heard in the United Kingdom are inserted only when the conduct of Masters or Officers is concerned.*
(2) *The decisions of the Courts in the cases marked with an asterisk were wholly or partly inoperative on account of informality or illegality.*]

| Name of Ship. | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| 1. **"Adventure."** | Disobedience and refusal of duty. | Naval Court held at Lisbon by Commander W. W. Poynder, R.N., of H.M. Sloop "*Seaflower*," A.French Duff, Esq., Vice-Consul at Belem, and Mr. J. Hesketh, Master of the "*British Seaman*," on the 21st of January 1876. | Matthew Morley, James Duffy, Peter Doyle, and Mark William Morley, seamen of the British barque "*Adventure*," were charged with wilful disobedience to lawful commands, and wilful neglect and refusal of duty on several occasions. The Court were of opinion that the charges were proved, but in passing sentence, took into consideration the fact that the men had undergone 4 days imprisonment already, and were in a bad state of health. | To be discharged from their ship, and to have expenses of the proceedings deducted from their wages, and to forfeit 6 days pay. |
| 2. **"Ajmeer."** | Refusal of duty - | Naval Court held at Callao by E. March, Esq., Consul, D. Owen, Master of the "*Hedwidge*," and J. Nevil, Master of the "*Lima*," on the — of November 1875. | Eight seamen of the British ship "*Ajmeer*" were charged with having struck work, and refused to return to their duty. After due investigation the Court found that the refusal of the accused to return to their duty was inexcusable, and that their complaint as to provisions was but a pretext to remain on shore. | To be imprisoned for 1 month with hard labour; to pay costs; to forfeit balance of their wages; and to be discharged from the ship. |
| 3. **"Albert T. Young."** | Misconduct and drunkenness. | Local Marine Board, Bristol, on the 28th of September 1875. | Mr. W. Boote, Master of the "*Albert T. Young*," was charged with gross misconduct and drunkenness. The Court found that he had been guilty of gross acts of drunkenness. | Certificate as Master suspended for 6 months. |
| 4. **"Alfred the Great."** | Tyranny - - - | Local Marine Board, North Shields, on the 30th of September 1875. | Mr. L. Manson, Master, and J. Matthews, Mate of the "*Alfred the Great*," were charged by William Old, an ordinary seaman of the said vessel, with tyranny towards him in beating and illusing him on several occasions. The Board having heard the evidence, were of opinion that there was nothing in it to warrant their dealing with the certificates of the Master and Mate, but the Board reprimanded them for their conduct in having struck the lad W. Old, and for the language used by them towards him and the crew. | Reprimanded. |
| *5. **"American."** | Mutinous conduct and assault. | Naval Court held at Colon on board the S.S. "*American*," by R. C. Crompton, Esq., Vice-Consul, Captain F. Bowen, Mr. J. W. D. Jackson, Merchant, Mr. Maduro, Merchant, and Mr. Townshend, on the 7th of August 1875. | John David, Fireman of the S.S. "*American*," was charged with mutinous conduct and assault upon W. Ellwood, Chief Officer, and R. Whittle, Chief Engineer of that vessel. The Court considered the case proved, and unanimously convicted David of a grievous assault upon the Chief Officer. | To be kept in the Calaboose until ship should be ready for sea, then to be taken on board in irons, and taken in irons to Jamaica, and placed in the Kingston General Penitentiary for 3 months with hard labour. |

| Name of Ship. | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| *6. "**American.**" | Disobedience - | Naval Court held on board the S.S. "*American*" at Savanilla Roads, by Commander R. M. Lloyd, H.M.S. "*Bullfinch*," Lieut. H. H. Dyke, H.M.S. "*Bullfinch*," and W. Withern, Esq., of the S.S. "*Mexican*," on the 18th of August 1875. | Patrick Austin, A.B., of the British S.S. "*American*," was charged by the Master with persistent refusal to work and using abusive language. The Court were of opinion that the charges were proved. | To be conveyed in irons to Kingston, Jamaica, there to be discharged the ship, and confined in the Penitentiary for 16 weeks. Wages due to him to be retained by owners as compensation for loss of service.<br>Austin was released from prison by the Government of Jamaica on the 8th of September. |
| 7. "**Annie Royden.**" | Assault - - | Naval Court held at Callao by E. March, Esq., Consul, Mr. J. Nevil, Master of the Steamer "*Lima*," and Mr. D. Owen, Master of the "*Hedwidge*," on the 9th of November 1875. | Alexander Simmonds, Steward of the British ship "*Annie Royden*," was charged by David Shephard, Mate of the said vessel, with an assault. The Court found the charge fully proved, and considered the assault most cowardly and unprovoked. | To be imprisoned 8 weeks; to pay costs of proceedings; and to be discharged from the ship. |
| 8. "**Argo.**" | Drunkenness and misconduct. | Naval Court held at Samarang by G. Henderson, Vice-Consul, Richard Hutchinson, Merchant, W. J. Myrtle, Merchant, H. G. Reynolds, Master of the S.S. "*Banca*," and J. J. Smith, Master of the "*Duchess*," on the 8th of November 1875. | Mr. H. W. Skene, Master of the barque "*Argo*," was charged with continued drunkenness, indecency, and annoyance of his subordinates. The Court having duly considered the evidence produced, were unanimously of opinion that the charge of frequent drunkenness was proved, and that he had struck two sailors while in port. They considered, therefore, that he was incompetent to the discharge of his duties as Master, and removed him from the vessel. | Removed from the ship, and his certificate of competency as Master suspended for 3 months. |
| 9. "**Armeria.**" | Drunkenness - - | Local Marine Board, Sunderland, on the 16th of March 1876. | Mr. R. Dow, Mate of the "*Armeria*," was charged with a gross act of drunkenness. The Mate was drunk on one occasion at Antwerp, but the Board did not hold this to amount to a *gross* act of misconduct or drunkenness, and dismissed him with a severe caution and remonstrance. They also considered the Captain's conduct blameworthy in regard to the mode in which he got the official log signed by the Mate, after the ship's arrival at Sunderland. | Reprimanded. |
| 10. "**Aspatria.**" | Misconduct and drunkenness. | Local Marine Board, Liverpool, on the 23rd of December 1875. | Mr. Edward Henderson, late Mate of the "*Aspatria*," was charged by the owner of the vessel with gross misconduct and drunkenness. The Board found the charges proved, but in their decision took into consideration the defendant's previous good character. | Certificate of competency as only Mate suspended for 6 months. |
| 11. "**Athenian.**" | Desertion - - | Naval Court held at Genoa by M. Y. Brown, Esq., Consul, Mr. W. Kirby, a British Merchant, and Mr. L. Jenkins, Master of the "*Dorothy*," on the 17th of February 1876. | William Wallace, seaman of the S.S. "*Athenian*," was accused of desertion. The Court considered the desertion established, but thought that confinement for a week would be sufficient punishment, as he had already been imprisoned for 19 days as a vagrant in a French prison. | One week's imprisonment. |

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| "**Atlas.**" *See* "**Gladiolus.**" | | | | |
| 12. "**Ayacucho.**" | Drunkenness and neglect of duty. | Naval Court held at Valparaiso by J. de V. Drummond Hay, C.B., Consul, Lieut. A. Carpenter, H.M.S. "*Challenger*," Mr. J. H. Ferguson, Chief Engineer H.M.S. "*Challenger*," and Mr. J. C. Marshall, Master Mariner, on the 29th and 30th of November 1875. | R. Johnston, Second Engineer of the S.S. "*Ayacucho*," was charged with repeated drunkenness, neglect of duty, and use of insulting language to his superiors. The Court found the charges of drunkenness and neglect of duty proved. | Certificate suspended for 6 months. Johnston to pay costs of Court, and to be discharged from his ship. |
| 13. "**Banda.**" | Drunkenness and misconduct. | Local Marine Board, Tower Hill, London, on the 5th of August 1875. | Mr. H. H. Gissing, Master of the barque "*Banda*," was charged with continual drunkenness and misconduct. The Board, having investigated the charges preferred against Mr. Gissing, found them proved. | Certificate suspended for 6 months. |
| 14. "**Barbara.**" | Drunkenness and misconduct. | Local Marine Board, Plymouth, on the 30th of November 1875. | Mr. H. Cowell, Master late commanding the schooner "*Barbara*," was charged with repeated acts of drunkenness, and with having otherwise misconducted himself whilst in charge of that vessel. The Board, having considered the evidence, found the said H. Cowell guilty of the drunkenness and misconduct charged. | Certificate suspended for 12 months. |
| 15. "**Ben Cruachan.**" | Drunkenness and misconduct. | Local Marine Board, Tower Hill, London, on the 16th of March 1876. | Mr. A. Leslie, First Mate of the ship "*Ben Cruachan*," was charged with drunkenness and gross misconduct. The Board were of opinion that he had been guilty of drunkenness on two occasions, but in consideration of his previous good character, recommended that a Second Mate's certificate should be granted him during the suspension of his certificate as Master. | His certificate of competency as Master suspended for 12 months, with recommendation that he should be granted a Second Mate's certificate. |
| 16. "**Bengal.**" | Drunkenness, misconduct, and incompetency. | Local Marine Board, Liverpool, on the 23rd of October 1875. | Mr. W. J. Marsh, late Second Mate of the ship "*Bengal*," was charged with drunkenness, misconduct, and incompetency. The Court found the charges of drunkenness and misconduct fully proved, but that the charge of incompetency was not proved. | Certificate of competency as Second Mate suspended for 12 months. |
| *17. "**Cape Finisterre.**" | Drunkenness - - | Marine Board, New South Wales, on the 12th of July 1875. | Mr. James Bryson, Master of the barque "*Cape Finisterre*," was charged with repeated acts of drunkenness. The Board found the charge proved. | The Board recommended that Mr. Bryson's certificate as Master should be suspended for 6 months. |
| 18. "**Commodore.**" | Assault and mutiny | Naval Court held at Algiers by Lieut.-Col. R. Lambert Playfair, Consul, J. Bell, Esq., British Merchant, and W. Smith, Master of the S.S. "*Warkworth Castle*," on the 23rd of November 1875. | George Watson, A.B., William Moore, A.B., and John Myers, A.B., of the "*Commodore*," of Aberdeen, were charged with (1) having assaulted John Eccles, Boatswain of the said ship, and (2) with having combined together to disobey the lawful commands of the Master. On the first charge the Court found the prisoners Watson and Moore guilty, and Myers not guilty. On the second charge all three were found guilty. | G. Watson and W. Moore to be imprisoned for 12 weeks without hard labour, and expense of imprisonment to be deducted from wages then due to them. J. Myers to be imprisoned one day, without hard labour, and to pay one third of costs incurred by Master in procuring such imprisonment. |
| 19. "**Confederate Star.**" | Theft - - | Naval Court held at Iquique by John Nairn, Esq., Vice-Consul, Francis Eck, Esq., Merchant, Mr. W. F. S. Wakem, Master of the "*River Thames*," Mr. W. Pain, Master of the "*Bryn Ivor*," and W. Tate, Esq., Merchant, on the 4th of June 1875. | Daniel Moore, G. Bush, F. Ashton, and H. W. Sederström, four of the crew of the "*Confederate Star*," were charged with stealing the ship's stores. The Court considered the charges proved against all the prisoners, but that Bush and Moore had taken a more active part than the others in the robberies. The Court also recommended the Master to punish an apprentice (George Spears) for the part he had taken in the robberies, and to reprimand the Mate (Jacob Watts) for not reporting one of the robberies at the time of its occurring. | Prisoners to be discharged from the ship, and costs of Court and of imprisonment to be deducted from their wages. Moore and Bush to be imprisoned 1 month, Sederström and Ashton 15 days, apprentice boy (G. Spears) to be punished by Master, and Mate to be reprimanded. |

| Name of Ship. | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| 20. "**Conway.**" | Drunkenness and misconduct. | Local Marine Board, St. Katharine's Dock House, London, on the 8th of July 1875. | Frederick Nickells, late Second Mate of the "*Conway*" (which was abandoned at sea), was charged by Mr. G. J. Prance, late Master of that vessel, with misconduct and drunkenness when abandoning the ship. The Board were of opinion that the said F. Nickells had not been guilty of drunkenness, but that he had been guilty of a gross act of misconduct. | Certificate suspended for 3 months. |
| 21. "**Corsica.**" | Drunkenness - - | Local Marine Board, Glasgow, on the 9th, 12th, and 13th of November 1875. | Mr. Archibald MacTavish, late Master of the British ship "*Corsica*," was charged with gross drunkenness. The Board found the charge of drunkenness on several occasions proved. | Certificate of competency as master suspended for 6 months. |
| 22. "**County of Lancaster.**" | Shooting a seaman. Mutiny of the crew. | Naval Court held at Batavia by H. Haverson, Master of the "*Queen of the Seas*," J. Westcott, Master of the "*Adelaide*," T. Pryce, Esq., Merchant, A. McCall, Esq., Merchant, and W. T. Fraser, Esq., Consul, on the 25th of September 1875. | Mr. W. Fordyce, Master of the British ship "*County of Lancaster*," was charged by William Sadler, a seaman, with having shot him, the said seaman, unjustifiably and without provocation. The Master in defence pleaded mutinous conduct on the part of the crew, and of the incompetency of the Second Mate to maintain discipline on board. The Court having investigated the charge, and considering the mutinous state in which the crew were, was of opinion that the Master was justified in shooting the said William Sadler. The Court also expressed its strong disapproval of the habit of swearing of Mr. D. Shaw, the Chief Mate, and atributed the difficulty which had arisen, principally to the incompetency of the Second Mate, G. J. Campbell, and could only look upon the conduct of the crew as open mutiny. | Master acquitted. Chief Mate censured. Certificate of Second Mate, G. J. Campbell, suspended for 2 years. William Crombie, William Sadler, William Crasson, William McGlanchy, Archibald Lindsay, and Alexander Spence to be discharged from the ship and to forfeit their wages due up to the date of the vessel's arrival in Batavia. P. Siegman, George Mitchell, John Johnston, James Kennedy, Albert Swift, and George Peterson also to forfeit their wages to the same date, but not to be discharged. |
| 23. "**Cyprian.**" | Drunkenness and misconduct. | Local Marine Board, Liverpool, on the 4th of January 1876. | Mr. W. H. Bates, late Master of the S.S. "*Cyprian*," was charged with drunkenness and misconduct. The Board considered that the charges of drunkenness were proved, but, in their decision, took into consideration the defendant's previous good conduct as officer, extending over many years. | Mr. Bates' certificate of competency cancelled. The Board, however, recommended that a First Mate's certificate should be granted to him. |
| 24. "**Deogaum.**" | Drunkenness - - | Local Marine Board, Liverpool, on the 2nd of June 1876. | William Harvey, late First Mate of the ship "*Deogaum*," was charged with having been drunk and incapable, and with having been found asleep during his watch on deck. The Board considered the charges of drunkenness proved. | Certificate cancelled, with a recommedation that he should be allowed to be examined for a Second Mate's certificate after 12 months, on producing satisfactory testimonials. |
| 25. "**Donald Ferguson.**" | Illtreatment and bad language. | Naval Court held at Callao by B. R. Wilson, Esq., Vice-Consul, A. M. R. Hamilton, Esq., Lieut. of H.M.S. "*Daring*," W. Butler, Esq., Master of the "*Rossignol*," and T. F. Peterson, Esq., Master of the "*Mount Vernon*," on the 11th and four following days of June 1875. | Mr. W. Ross, Master, and William Ross, Boatswain of the ship "*Donald Ferguson*," were charged by James Neilson, Carpenter, John Johnson, Robert Behr, Robert Clarke, Robert Karlzhan, and Emil Stenberg, seamen of the same vessel, with having illtreated and made use of foul language towards them. The Court were of opinion that the charge against the Master was not proved, but that great want of discipline on board was attributable to him; that the charge against the Boatswain was proved, but that it was greatly caused by the mutinous conduct of the crew. | Master acquitted of the assault, but censured for want of discipline on board. William Ross, Boatswain, James Neilson, Carpenter, John Johnson, Robert Behr, and Robert Clarke, seamen, to be discharged from their ship, and to forfeit their wages—in part to reimburse owners for the detention of the ship. Costs of Court to be paid by Master. |

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| 26. "**Dragoon.**" | Incompetency and misconduct | Local Marine Board, Newcastle, on the 6th of September 1875. | Mr. J. C. Comyns, late First Engineer of the S.S. "*Dragoon*," was charged with incompetency and gross acts of misconduct. The Board, having carefully weighed the evidence, found the charge of incompetency not proved, but that the defendant was guilty of serious neglect of duty in allowing the vessel to leave Copenhagen without seeing the bilges properly cleaned out. | Censured, and admonished to be more careful in future. |
| 27. "**Duke of Newcastle.**" | Assault on Master - | Naval Court held at Callao by E. B. March, Esq., Consul, A. M. R. Hamilton, Esq., H.M.S. "*Daring*" (Lieut.), and Mr. J. G. Nevil, Master of the "*Lima*," on the 6th of December 1875. | Frederick Fullgraf, Sailmaker, of the British ship "*Duke of Newcastle*," was charged with attempting to throw the Master overboard. In his defence the accused made charges of drunkenness against the Captain and Mates of the vessel, and of lack of discipline and order on board. The Court found the prisoner not guilty. They also recommended that on the arrival of the ship at a port in the United Kingdom, an inquiry should be instituted into the general state of discipline on board, and into the charges of drunkenness against the Captain and Mates. | Fullgraf to be discharged from the ship. Expenses of proceedings to be paid by Master. |
| 28. "**Durley.**" | Disobedience and refusal of duty. | Naval Court held on board the S.S. "*Durley*" at Sebastopol by Capt. S. H. Harford, Vice-Consul, Lieut. T. Ansley, R.E., Captain Johnson, S.S. "*Joseph Lowe*," and James Robinson, of County Durham, on the 8th of July 1875. | John Hutchinson, Boatswain, William Temple, A.B., Peter Akeson, A.B., and Harry Jauren, A.B., of the S.S. "*Durley*," were charged by H. Jansen, Master of that vessel, with wilful disobedience and refusal of duty. The Court were of opinion that the charge was fully proved. | To be imprisoned for 12 weeks with hard labour; to be discharged from the ship, and to forfeit all wages due. Costs of Court and imprisonment to be paid out of such forfeited wages. |
| 29. "**Early Morn.**" | Incompetency - - | Local Marine Board, Tower Hill, London, on the 9th of December 1875. | Mr. W. Mather, late Chief Mate of the ship "*Early Morn*," was charged by Mr. H. Jones, the Master, with having been incapable of working the longitude by chronometer during a voyage of nearly 12 months. The Court found that from incompetency Mather was unfit to discharge his duties. | Certificate cancelled. |
| 30. "**Eclipse.**" | Refusal of duty and disobedience. | Naval Court held at Odessa by G. E. Stanley, Consul, Mr. J. W. Stephenson, Master of S.S. "*Arno*," and Mr. W. Smith, Master of the "*Ethiopian*," on the 5th of November 1875. | Severin Skang, seaman of the barque "*Eclipse*," was charged with continued wilful refusal of duty and disobedience of orders. The prisoner offered no defence, and the Court found the charges proved. | To be discharged from his ship and imprisoned 4 weeks. To pay, out of wages due to him, the costs of a substitute and the costs of the Court, and the balance of such wages to be forfeited. |
| 31. "**Eliza Hands.**" | Drunkenness and misconduct. | Naval Court held on board H.M.S. "*Contest*," at Quittah Roads, by George Woronzow Allen, Esq., Lieut. Commander of H.M.S. "*Contest*," Sub.-Lieut. Sydney Barnes Tomson, H.M.S. "*Contest*," and E. Robarts, Master of the "*Primula*," on the 30th of November 1875. | Christian Hansen, Boatswain of the "*Eliza Hands*," was charged with drunkenness and misconduct. The Court was of opinion that the complaints were proved. | Prisoner to forfeit one month's pay, and to pay costs of Court out of his growing wages. |
| 32. "**Emma.**" | Disobedience and neglect of duty, drunkenness, and insubordination. | Naval Court held at New Orleans by A. de G. de Fonblanque, Consul, J. Swift Hely, Master of the "*Lorton Vale*," and J. Hughes, Master of the steamer "*Warrior*," on the 9th of June 1876. | Frederick Carter, seaman of the brig "*Emma*," was charged by the Master of that vessel with continued wilful disobedience and neglect of duty, and drunkenness and insubordination. It appears a previous complaint of the defendant's misconduct had been made to the Consul, when he was warned to behave himself better, but having failed to do so, this Court was summoned. The Court, having considered the case, found the defendant guilty. | To be discharged from his ship. To pay a fine of 5*l.* and 1*l.* towards costs of Court, and to forfeit balance of wages due. |
| 33. "**Emma Trechmann.**" | Desertion - - | Naval Court held at Genoa by M. Y. Brown, Esq., Consul, Mr. W. Kirby, British Merchant, and Mr. L. Jenkins, Master of the "*Dorothy*," on the 21st of February 1876. | Thomas Jones, seaman of the S.S. "*Emma Trechmann*," was accused of having gone ashore without leave, only eight hours before his ship sailed. Jones, in his defence, stated that it was not the custom on board collier vessels to ask leave to go ashore, and that he had no intention to desert. The Court, however, found him guilty. | To be imprisoned for 3 weeks, with permission for Consul to set him free sooner if employment should offer. |

| Name, &c. of Ship. | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| 34. "**Englishman.**" | Misconduct and drunkenness. | Local Marine Board, Bristol, on the 13th of July 1875. | Mr. John Parsons, late Master of the "*Englishman*," was charged by Messrs. J. H. and C. Wood, with gross misconduct and drunkenness. The Board found the said John Parsons guilty on divers occasions of gross acts of misconduct and drunkenness. | Certificate cancelled. Mr. Parsons to pay 5*l.* 5*s.* for costs of investigation. |
| 35. "**Etta.**" | Illusage and drunkenness. | Naval Court held on board the "*Etta*," at Pabellon de Pica, Peru, by F. A. Kelly, Esq., Consular Agent at Pabellon de Pica, J. Turner, Esq., Master of the "*Governor Langdon*," and D. F. Stuart, Esq., Master of the "*Chancellor*," on the 8th of December 1875, and continued by adjournment till the 3rd of January 1876. | Mr. W. D. Edwards, Master of the British ship "*Etta*," was charged by the crew of that vessel with bad usage towards them, and with repeated acts of intoxication during the stay of the vessel at the port of Pabellon de Pica. The Court found that the charges had not been substantiated, but that there had existed a strong conspiracy against the Master led on by the officers, and in the belief that it would be for the benefit of all concerned, the Court discharged the Mate and two of the seamen from the ship. | Robert Jones, Mate, and John Churchhill and William Mc Carthy, A.B.'s, discharged from the ship. |
| 36. "**Europe.**" | Drunkenness | Naval Court held at Shanghae by A. Davenport, Esq., Vice-Consul, F. A. Blackett, Lieut. H.M.S. "*Thalia*," J. M. Whyte, Esq., Master of the "*Black Adder*," on the 15th of July 1875. | Mr. Neil Ferguson, Chief Engineer of the British ship "*Europe*," was charged with having been drunk and unfit for duty on the 27th of January 1875 and also on the 9th of July 1875. The Court found the first charge proved, and as regards the second charge, they found that the accused was at the time in question excited with drink, and that he assaulted the Engineer and delayed the working of the engines. | To be discharged from the ship. Wages to be paid to date. Costs of Court having been first deducted. |
| 37. "**Fiona.**" | Drunkenness and misconduct. | Marine Board of New South Wales, on the 18th of May 1875. | John Stewart, late Chief Engineer of the steamship "*Fiona*," was charged by the owners of the vessel with acts of gross misconduct and neglect, whereby the engines became injured during the voyage out, and with drunkenness upon and after arrival in port, &c. The Board decided on suspending Stewart's certificate as first class engineer (No. 6,470) issued by the Board of Trade. | Certificate suspended for 3 months. |
| 38. "**Forcados.**" | Drunkenness and insubordination. | Naval Court held on board the hulk "*Adriatic*," Bonny River (Fernando Po), by W. A. McKellar, M.D., C.M., Acting Consul, Henry Carey, Lieut. H.M.'s late Indian Navy, &c., and Mr. A. Goerke, Master of the "*Montezuma*," on the 1st of February 1876. | Mr. R. E. Kerr, Chief Officer of the S.S. "*Forcados*," was charged with (1) drunkenness and wilful neglect of duty; (2) brutal illtreatment of the kroomen on board; and (3) taking passengers brandy from the saloon. The Court were of opinion that the charges of drunkenness and neglect of duty, and of taking the brandy, were proved, but that the charge of illtreating the kroomen was not proved. | To forfeit 1 month's wages, and to be dismissed from his ship; and provided with a second-class passage to England. |
| 39. "**Gilbert Thompson.**" | Drunkenness and incompetency. | High Court of Judicature at Fort William, in Bengal, on the 3rd of June 1875. | Mr. James Magee, Master of the "*Gilbert Thompson*," was charged with having been incapable, from drinking and intoxication, of doing his duty. The Court found him guilty. | Certificate suspended for 12 months. Mr. Magee to be removed from the command of his ship, and to pay costs of proceedings. |

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| 40. "**Gladiolus.**" | Desertion and refusal of duty. | Naval Court held at Savona (Genoa) by G. Reader, Esq., Acting Consul, W. Kirby, Esq., British Merchant, and Mr. W. Kelly, Master of the "*Goldfinder*," on the 16th of November 1875. | Frank Chatterton, Richard Yalott, David Pearson, and John William Dunn, able seamen of the "*Gladiolus*," were charged with desertion and repeated refusal of duty. | To be imprisoned for 6 weeks, and for that purpose to be discharged from their vessel. Wages due to be applied towards defraying expense of arrest and imprisonment. |
| "**Pitho.**" | Refusal of duty, insubordination, &c. | Do. | William Dunn, A.B., of the "*Pitho*," was charged with threatening the Master, refusing duty, and breaking into the ship's stores. | To be imprisoned for 8 weeks, and for that purpose to be discharged from his vessel. Expense of Dunn's arrest and imprisonment to be a charge on his wages. |
| "**Atlas.**" | Desertion - | Do. | William Thompson, who had been arrested by the police as a vagabond, was brought before the Court, and acknowledged himself a deserter from the "*Atlas*." | To be imprisoned for 5 weeks from the day on which he was arrested by the police. |
| 41. "**Governor Langdon.**" | Incompetency and insubordination. | Naval Court held on board the "*Governor Langdon*" by F. A. Kelly, Esq., Consular Agent at Pabellon de Pica, H. Clarke, Esq., Master of the "*Nimrod*," and R. Jones, Esq., Master of the "*Eagle*," on the 17th of February 1876. | John Connly, A.B. of the "*Governor Langdon*," was charged with being incompetent to perform his duties, and with having used threatening language to the Master and officers of the said vessel. The Court found the charge of insanity not proved, but that of threatening language proved, and the accused admitted his incompetency to perform the duties of an A.B. seaman. | To be reduced to the grade of O.S., and to be mulcted in two thirds of the costs. |
| 42. "**Guide.**" | Misconduct - - | Local Marine Board, Newcastle, on the 9th of November 1875. | Captain W. Pitblado, Master of the "*Guide*," was charged with having performed with his vessel a voyage without having on board a duly certificated Mate. The Board found that the said W. Pitblado had been guilty of a gross act of misconduct. | Certificate of service suspended for 1 month, and Master to pay 5*l.* towards costs of inquiry. |
| 43. "**Guide.**" | Misconduct - - | Local Marine Board, Newcastle, on the 11th of January 1876. | W. Heyburn was charged with gross acts of misconduct in having signed articles as Mate of the "*Guide*," of Swansea, and not having proceeded in such ship according to such articles of agreement. The Board were of opinion that the accused had been guilty of the acts of misconduct with which he was charged. | Certificate suspended for 6 months. |
| 44. "**H. H.**" | Disobedience and assault. | Naval Court held at Madeira by G. H. Hayward, Esq., Consul, C. J. Cossart, Esq., Merchant, and E. Smith, Master of the "*Ida*," on the 8th of September 1875. | Henry Day and Edwin Evens, seamen of the brig "*H. H.*," were charged with having assaulted the Chief Officer and Steward of that vessel, wounding and doing them bodily harm. The Court found Day guilty of assaults on the officers of the ship, and of wilful disobedience, and Evens guilty of disobedience, and assaulting the police who had been summoned to take him into custody. | Day to be discharged from the ship. All pay due to him to be applied in defraying police expenses. To be imprisoned 6 weeks.<br>Evens to be imprisoned 1 week. The pay of a substitute and police and prison expenses incurred on his account to be deducted from his wages. |
| 45. "**Henrietta.**" | Drunkenness and misconduct. | Local Marine Board, St. Katharine's Dock House, London, on the 15th of June 1876. | Mr. W. Genery, late Master of the brigantine "*Henrietta*," was charged with drunkenness and gross misconduct. The Board, having investigated the charges, were of opinion that the said W. Genery had been guilty of gross acts of drunkenness on several occasions. | Certificate cancelled. |

| Name of Ship. | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| 46. **"Hesperia."** | Murder | Naval Court held at Marseilles, on the 30th of September 1875. | Peter Farrell, alias Pietro Ferrari, was charged with the murder of one of his shipmates on board the barque "*Hesperia*." The Court found the charge fully proved. | Sent to England for trial. Farrell was indicted at the Central Criminal Court on 22nd of November 1875 for the crime, and being found to be insane, was ordered to be kept in custody. He was subsequently removed to the Criminal Lunatic Asylum at Broadmoor. |
| 47. **"Ivanhoe."** | Illusage of crew | Naval Court held on board H.M.S. "*Daring*" at Pabellon de Pica (Callao), by J. G. J. Hanmer, Esq., Commander of H.M.S. "*Daring*," F. A. Kelly, Esq., Consul, and Mr. R. S. Wilson, Master of the "*Champion of the Seas*," on the 4th of February 1876. | Mr. D. Hughes, Master of the "*Ivanhoe*," was charged with refusing to allow R. Oliphant and W. Hunter, A.B.'s, to see the Consular Agent, and also with cruelly illtreating the said R. Oliphant and W. Hunter; and Abel Rees, Mate of the said vessel, was also charged with cruelly illusing and beating the said R. Oliphant and W. Hunter. The Court were of opinion that the first charge was proved, and that the second and third charges were partly proved. They were also of opinion that Oliphant and Hunter were guilty of disobedience to lawful command. | Master and Mate reprimanded; Master also to pay a fine of 2*l.* 10*s.* and half the costs. Oliphant and Hunter fined two days pay, and in default of imprisonment (there being no proper gaol) to pay half the costs of Court. |
| 48. **"J. Walter Scammell."** | Insubordination and misconduct. | Naval Court held on board H.M.S. "*Repulse*" at Callao by C. P. G. Hicks, Esq., Lieut. H.M.S. "*Republic*," B. R. Wilson, Esq., Vice-Consul, W. S. Chambré, Esq., Navigating Lieut. H.M.S. "*Fantome*," W. A. Whittingham, Esq., Master of the S.S. "*Colombia*," and A. Leonard, Esq., Master of the S.S. "*Coquimbo*," on the 20th of February 1875. | Richard Errington, Mate, and James Thom, A.B., of the British ship "*J. Walter Scammell*," were charged with insubordination and misconduct on various occasions by Mr. Carl G. Hjelmstrom, Master of that vessel. The Court having deliberately weighed and considered the evidence, were of opinion that the charges were not proved, and that the accused had been unjustly confined. | To be discharged from the ship, and the whole of their wages to be paid; Master to pay costs of Court. |
| " | Illtreatment | - - - - - - | The said Master, Mr. Carl G. Hjelmstrom, was also charged, by part of his crew, with illtreatment by beating them and placing them in irons during the voyage from Shields to Callao. The Court were of opinion that the charge of illtreatment was proved, and further, that the ship was in an inefficient state when she left England, and that her crew was deficient in number and very ignorant. | The Master to be superseded, and his certificate to be suspended for 6 months. The ship to pay costs of Court, and owners to recover same from Master. |
| 49. **"J. Walter Scammell."** | Illegally assuming command. | Naval Court held on board H.M.S. "*Daring*" by J. G. J. Hanmer, Commander H.M.S. "*Daring*," J. R. Veitch, Esq., Navigating Lieut. H.M.S. "*Daring*," J. W. Brown, Esq., Master of the "*Mount Pleasant*," and H. Allen, Esq., Master of the "*Birkby*," on the 29th of July 1875. | Mr. Carl Gustave Hjelmstrom, late Master of the "*J. Walter Scammell*," was charged with illegally assuming the command of that vessel after having been superseded, and his certificate of competency as Master suspended for six months by sentence of a Naval Court, held on board H.M.S. "*Repulse*," in February last. The Court found the charge partly proved. The Court also censured the First Mate, Charles Forck, for not having taken charge of the ship when Mr. Brown, the late Master, left, and for using abusive language to the crew on several occasions. | Mr. Hjelmstrom to have his certificate suspended for a further period of 3 months, and to be mulct in the costs of the proceedings. First Mate to be dismissed for the benefit of the ship. |

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| 50. "**John Bunyan.**" | Incompetency and misconduct. | District Court of Bassein, British Burmah, by R. F. St. Andrew St. John, Dr., J.P., Capt. Wells, Master Attendant, and Captain C. Fry, ship "*Portland*," on the 29th of June 1875. | Capt. Richards, Master of the late ship "*John Bunyan*," was charged under order of the Local Government with incompetency and misconduct. The inquiry was held under the Indian Merchant Shipping Act, 1875. The Court found that the Master had shown incompetency in so far as that term in Act IV. of 1875 includes wrongful act and default. | Certificate suspended for 12 months. |
| 51. "**John Peacock.**" | Drunkenness and misconduct. | Local Marine Board, Liverpool, on the 7th and 10th of March 1876. | Mr. James Gourley, late Master of the "*John Peacock*," was charged by several members of the late crew of that vessel with drunkenness and gross misconduct on several occasions. The Court found the charges fully proved. | Certificate as Master cancelled, with recommendation that a First Mate's certificate should be granted, and that at the expiration of 12 months, on producing satisfactory testimonials as to character, he should be allowed to present himself for examination for a Master's certificate. |
| 52. "**Kashgar.**" | Drunkenness and misconduct. | Naval Court held at Hiogo by A. A. Annesly, Esq., Acting Consul for Hiogo and Osaka, H. St. John Brown, Merchant, W. G. Sands, Merchant, W. Gordon, Master of the "*Coulnakyle*," and R. Robertson, Master of the "*Merse*," on the 18th, 20th, and 21st of October 1875. | Mr. J. Russell, Master of the "*Kashgar*," and Mr. J. Dempsey, First Mate, were charged with drunkenness, fighting and violence on board, thereby endangering the discipline of the ship and the discharge of their duties. The Court considered the charges of drunkenness and fighting proved against both the accused, but that it was not proved that the ship was endangered thereby. They also considered the Master's conduct deserving of strong censure, and considering the terms which appeared to exist between the Master and Mate, they dismissed the latter from the ship, as his continuance in her would involve danger to her future discipline. The Court also remarked that the supply of charts on board the ship was altogether inadequate. | Master's conduct strongly censured; Mate to be discharged from the ship, but his wages to be paid in full, and a passage to Hong Kong found for him at the expense of the Master; costs of Court to be paid by Master. |
| 53. "**Kate.**" | Misconduct - - | Local Marine Board, Tower Hill, London, on the 13th of January 1876. | J. H. T. Osborn, Master, and C. W. Roach, Mate of the "*Kate*," of Dartmouth, were charged with an evasion of the provisions of section 136 of the Merchant Shipping Act, 1854. The Board found the accused guilty of the charges of gross misconduct preferred against them, inasmuch as they proceeded to sea as Master and Mate respectively of the "*Kate*," and when at sea changed their positions. | Certificates suspended for 3 calendar months. |
| 54. "**King Ceolric.**" | Obstructing proceedings of Court. | Naval Court held at New Orleans by A. de G. de Fonblanque, Consul, H. E. Stringer, Vice-Consul, and H. A. Mellon, Master of the S.S. "*Memphis*," on the 18th of December 1875. | Andrew Hunter, Mate of the "*King Ceolric*," was charged with obstructing the proceedings of a Naval Court, in the case of O'Brien *v.* McCarron, and also in the case of McMadden against McCarron, and with assisting the said McCarron to desert his ship. The Court found the defendant guilty. | To pay a fine of 10*l.*; also to pay costs of the Court. |
| 55. "**Lena.**" | Misconduct - - | Local Marine Board, Tower Hill, London, on the 20th and 27th of May 1876. | James Stanbury, Second Mate of the ship "*Lena*," was charged with gross acts of misconduct, which, after much consideration, the Board considered to have been established, | Certificate cancelled. |
| 56. "**Magdala.**" | Drunkenness and misconduct. | Local Marine Board, Liverpool, on the 9th of December 1875. | Mr. W. P. Thomas, late Second Mate of the S.S. "*Magdala*," was charged with repeated acts of drunkenness and misconduct. The Court found the charge of drunkenness proved. | Mr. Thomas's certificate of competency as master suspended for 3 months. |

| Name of Ship. | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| 57. "**Maid Marian.**" | Cutting and wounding - | Naval Court held at Callao by B. R. Wilson, Esq., Vice-Consul, A. M. R. Hamilton, Esq., Lieut. H.M.S. "*Darling*," W. H. Thomas, Esq., Master of the S.S. "*Illimani*," and F. W. Peterson, Esq., Master of the "*Mount Vernon*," on the 1st and 2nd of June 1875. | Johanes Wilson, A.B, of the British ship "*Maid Marian*," was charged with cutting and wounding William Empson Williams, Cook and Steward of the same vessel. The Court were of opinion that the charge was fully proved, but mitigated their judgment in consideration of the provocation the prisoner had received. | To be discharged from the ship and to forfeit all wages due, to assist in defraying expenses. Costs of Court to be paid by Master. |
| 58. "**Marengo.**" | Disappearance of Master. | Naval Court held at Iquique by J. Nairn, Esq., Vice-Consul, John Allen, Master of the "*Phaton*," John Foley, Master of the "*Sarah Anderson*," and F. Eck, Esq., Merchant, on the 9th, 11th, 12th, and 13th of October 1875. | This was an inquiry at the instance of W. Fluchart, Mate, and three of the crew of the "*Marengo*," as to the mysterious disappearance of the Master, Peter Taylor, who left his ship on the 2nd of October and never returned. The medical evidence went to show that Captain Taylor was suffering from rheumatism and other disorders and derangement of the mental faculties, caused by excessive drinking. Taylor appeared in Court during the inquiry, and the shattered state of his intellect was evident. The Court, after due deliberation, were of opinion that both bodily and mentally the Master was incapacitated from taking charge of the ship. They therefore superseded him, and left Mr. Fluchart in charge of the ship until a proper Master could be found. | The Master was superseded, with a recommendation that he should be sent home in a passenger ship, where he would be taken care of. |
| 59. "**Marietta.**" | Drunkenness and disobedience of orders, &c. | Naval Court held at Callao by E. B. March, Esq., Consul, J. R. Veitch, Navigating Lieut. H.M.S. "*Daring*," and Mr. J. Nevil, Master of the "*Lima*," on the 2nd of December 1875. | J. Owens, A.B. (late Second Mate) of the ship "*Marietta*," was charged with drunkenness and disorderly conduct, and disobedience of orders, on the 25th of August and 29th of August 1875. The Court was of opinion that the charges of drunkenness and disorderly conduct and disobedience of orders were proved. | Certificate suspended for 3 months. Owens to pay costs of proceedings, and to have his wages computed as an A.B. from the 25th of August 1875, and to be discharged.<br>The Master was severely reprimanded for his injudicious conduct. |
| 60. "**Mary Jones.**" | Misconduct - | Local Marine Board, Bristol, on the 21st of September 1875. | Mr. W. Jones, Master and Owner of the schooner "*Mary Jones*," was charged with drunkenness. The Board found that William Jones, late Master of the "*Mary Jones*," had been guilty of a gross act of drunkenness whilst Master of the said ship. | Certificate suspended for 12 months. Mr. Jones to pay 5*l.* 5*s.* for costs of investigation. |
| 61. "**Mary Louisa.**" | Assault - - | Naval Court held on board H.M.S. "*Bittern*," at Salonica, by J. E. Blunt, Esq., Consul, George J. Anstruther, Esq., Commander H.M.S. "*Bittern*," and Mr. R. Jago, Master of the steamer "*Mauritania*," on the 13th of March 1876. | Charles Edmunds, A.B., of the "*Mary Louisa*," was charged with abusive language, and assaulting Mr. D. Johnson, the Master of the vessel, and also with assaulting John Tribble, A.B. of the same vessel. The Court found the prisoner guilty. | To be imprisoned for 12 weeks with hard labour, and to be discharged from his ship. Fees of the Court to be paid by Owners unless the wages due to Edmunds were sufficient to cover them. |
| 62. "**Navarino.**" | Misconduct and drunkenness. | Local Marine Board, Hull, on the 31st of August 1875. | J. Edmiston, Chief Engineer of the S.S. "*Navarino*," was charged with misconduct and drunkenness, whereby he was rendered incompetent to get on board his ship. The Board were unanimously of opinion that the defendant was guilty of the charges made against him, and that his misconduct was aggravated by the untruthfulness and audacity of his defence. | Certificate suspended for 12 months. |

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| | | land, on the 16th of February 1876, and by adjournment on the 8th of March 1876. | repeated acts of drunkenness. The Court found him guilty of gross acts of drunkenness, but under circumstances entitling him to a mitigation of punishment. | calendar month. |
| 64. "**Niger.**" | Disobedience and refusal of duty. | Naval Court held at Odessa by G. E. Stanley, Esq., Consul, Mr. G. Harland, Master of the S.S. "*Atkinson,*" and Mr. J. Munro, Master of the S.S. "*Trident,*" on the 9th of December 1875. | Alfred Cave, seaman of the British steamship "*Niger,*" was charged with continued wilful refusal of duty and disobedience of orders. The Court having heard the evidence, and the prisoner having offered no defence, except that he was uncomfortable, found the charge proved. | To be discharged from the S.S. "*Niger,*" and to be imprisoned for 8 weeks in the public prison at Odessa. |
| 65. "**Nonantum.**" | Mutinous conduct, &c. | Naval Court held at Callao by E. March, Esq., Consul, A. C. Corry, Esq., Lieut. of H.M.S. "*Albatross,*" and M. H. Kerrinsh, Master of the "*Black Watch,*" on the 21st of April 1876. | W. D. Frost, A.B., and D. Cain, A.B., of the barque "*Nonantum,*" were charged with mutinous conduct and assault. Frost was also charged with mutinous language. The Court found Frost guilty of mutinous and abusive language to the Master, and of assaulting the Master and Mate, and Cain guilty of wounding the Carpenter. | W. D. Frost to be imprisoned for 12 weeks with hard labour, and D. Cain to be imprisoned for 6 weeks with hard labour. Both to be discharged from their ship, and their wages to go towards payment of their detention in gaol, &c. |
| *66. "**Osprey.**" | Drunkenness and insubordination. | Naval Court held at Iquique by J. Nairn, Acting-Consul, J. Wylie, Master of the "*Kamehameha,*" and J. Allen, Master of the "*Phæton,*" on the 9th of September 1875. | Richard Sawyer, Mate, Henry Henry, A.B., Richard Boundy, A.B., and John Smith, A.B., of the British barque "*Osprey,*" were charged with drunkenness and mutinous and violent conduct. The Court agreed that the charges were proved against all the prisoners. The Court also expressed their opinion that Richard Sawyer had proved himself a most dangerous man to have in any command on board a vessel, and recommended to the Board of Trade that his certificate as Chief Mate should be cancelled or suspended. | To be discharged from the vessel and imprisoned for 1 month. Expenses of Court and of imprisonment to be stopped out of their wages. Mate's conduct also severely censured, with recommendation to Board of Trade that his certificate should be cancelled or suspended. |
| 67. "**Pelayo.**" | Assault - - - | Naval Court held at Naples by C. J. Calvert, Esq., Consul, C. H. Strutt, British Merchant, and F. Clarke, Master of the "*Willing,*" on the 29th of November 1875. | Francis T. Sawle, Third Mate of the S.S. "*Pelayo,*" but not holding any certificate, was charged with having, whilst in a state of intoxication, assaulted Mr. S. Richards, First Mate, and with having used threatening and abusive language against both the First and Second Mates. The Court were of opinion that the charge was proved, but in consideration of his previous good character, and of his having already been locked up for 6 days, did not consider any further punishment necessary. | To be discharged from the ship. Costs of Court to be paid by the ship. |
| 68. "**Pensacola.**" | Drunkenness - - | Naval Court held at Callao by E. B. March, Esq., Consul, J. R. Veitch, Esq., Navigating-Lieut. H.M.S. "*Daring,*" and Mr. W. P. Herdman, Master of the "*Glenariff,*" on the 25th and 26th of February 1876. | Mr. B. Capper, Master of the British ship "*Pensacola,*" was charged by George Nelson, A.B. of the said ship, with being drunk on three several occasions. The Court were of opinion that the charges of drunkenness were proved, although it did not appear that the Master was ever unfit thereby for the performance of his duty, but taking into consideration the lack of discipline on board, and other circumstances showing want of judgment on the part of the Master, the Court severely reprimanded and cautioned him. | Master reprimanded and cautioned, fined 10*l.*, and to pay costs of proceedings. George Nelson, A.B., to be discharged, and half of the above fine to go towards expenses of sending him home, the other half was for omitting entries in the official log. |
| 69. "**Phæton.**" | Incompetency and misconduct. | Court of the Recorder of Rangoon, British Burma, on the 25th of September 1875. | Mr. T. Lloyd, Master of the British barque "*Phæton,*" was charged with having, whilst in a state of intoxication, come on deck with a loaded revolver, with which he threatened to shoot the helmsman, W. Scriven, and with having at the same time assaulted a passenger, and also on another occasion with having been intoxicated and using abusive language to the Mate, and generally behaving himself in a manner unbecoming his position as Master of a vessel. The Court found Captain Lloyd guilty of drunkenness and misconduct. | Certificate suspended for 6 months. |
| "**Pitho.**" *See* "**Gladiolus.**" | | | | |

| Name of Ship. | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| 70. **"Queen of the North."** | Refusing duty and insubordination. | Naval Court held at Genoa by M. Yeats Brown, Esq., Consul, Mr. W. Kirby, a British Merchant, and Mr. D. Dye, Master of the "*Albert*," on the 4th of May 1876. | James King, A.B. of the "*Queen of the North*," was accused of refusal of duty and insubordinate and mutinous conduct. The Court considered that King was clearly liable under the fourth paragraph of section 243 of the Act. | To be imprisoned 4 weeks, or to be put on board his vessel should she put to sea before the expiration of his sentence. All expenses of arrest, &c. to be a charge on his wages. |
| 71. **"Rescue."** | Absent without leave and insubordination. | Naval Court held at Genoa by Captain E. A. Glynn, R.N., E. G. Reader, Acting Consul, and Mr. J. Lester, Master of the "*Polina*," on the 20th of October 1875. | Michael Mooney, A.B. of the schooner "*Rescue*," was charged with having been absent from his ship without leave, and having refused to obey the lawful commands of the Master and Mate. The Court found the charges proved. | Mooney to be imprisoned for 3 weeks, or such shorter time as the "*Rescue*" might remain at Genoa. Expenses of arrest to be charged against his wages. |
| 72. **"Rossignol."** | Insubordination and refusing to work. | Naval Court held at Callao by B. R. Wilson, Esq., Vice-Consul, A. M. R. Hamilton, Esq., Lieut. of H.M.S. "*Daring*," and W. Baillie, Esq., Master of the "*Cavour*," on the 21st and 22nd of June 1875. | Antonio Voss, Lenzi Guidos, Etal Thomas, Conrad Siger, John Richards, Peter Deli, and Donardo Fabian, seamen of the British ship "*Rossignol*," were charged by the Master of that vessel with insubordination, in refusing to do any work on and after the 4th of June 1875. The Court found the charge fully proved against the prisoners. | To be remitted to prison until they should voluntarily return to their duty or until the ship sailed. Costs of Court and imprisonment to be deducted from their wages. |
| 73. **"Royal Alexandra."** | Drunkenness - - | Local Marine Board, Liverpool, on the 9th and 15th of November 1875. | William Lemmon, late Chief Mate of the ship "*Royal Alexandra*," was charged with having been so drunk and incapable of performing his duty on the 2nd of November 1875, that he had to be discharged. From the evidence the Board found that the charge of drunkenness had not been proved; but as the work of preparing the ship for sea had not been carried on so expeditiously by the accused as it should have been, the Board severely censured him. | Certificate returned with caution as to future conduct. |
| 74. **"Royal Sailor."** | Drunkenness and refusal of duty. | Naval Court held at Savona (Genoa) by M. Yates Brown, Esq., Consul, Major H. S. Light, British Merchant, and Mr. W. Heans, Master of the "*Northumberland*," on the 26th of April 1876. | Mark Mackenzie, Mate of the "*Royal Sailor*," was charged with being drunk, and refusing and neglecting his duty. | Mate severely reprimanded. McMurray, Manley, Guyner, and Fawkner to be imprisoned for a fortnight if the vessel should remain so long at Savona. Costs of imprisonment, &c. to be a charge on their wages. |
| " | Riotous and mutinous conduct. | - - - - - | Alexander McMurray, A.B., William Manley, A.B., Fred. Guyner, O.S., and Charles Fawkner, O.S., part of the crew of the said vessel, were also charged with riotous and mutinous conduct and disobedience to the Master's orders. The Court came to the conclusion that the disturbance on board was attributable in a great measure to the misconduct of the Mate, but were induced to deal leniently with him, owing to the intercession of the Master and his promise of amendment for the future. They also considered the charges of riotous and mutinous conduct established against Fawkner and Guyner, and wilful disobedience to the Master's lawful commands against all. | |

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| 75. **"Ruby."** | Refusing duty - - | Naval Court held at New Orleans by A. de G. de Fonblanque, Esq., Consul, Mr. T. Starkie, Master of the "*City of Richmond*," and Mr. W. B. Jordan, Master of the "*Olive Mount*," on the 5th of February 1876. | Mate of his ship. The defendant apologised for his conduct, but the Court considered his apology came too late. | months, to be discharged from the ship, to pay costs of Court, and to forfeit balance of wages due. |
| 76. **"St. Peter."** | Attempted murder - | Naval Court held at Callao by B. R. Wilson, Esq., Vice-Consul, A. M. R. Hamilton, Esq., Lieut. of H.M.S. "*Daring*," W. H. Thomas, Esq., Master of the "*Illimani*," and T. W. Peterson, Esq., Master of the "*Mount Vernon*," on the 7th, 8th, and 9th of June 1875. | John Nicholas, alias Nickles, A.B., and acting as Cook of the British ship "*St. Peter*," was charged by the Master of that vessel with attempting to murder William McLean, the Chief Mate. The Court found the prisoner guilty of cutting the Chief Mate, but were of opinion that there was evidence to show that there had been a scuffle, and that it was not clear whether the prisoner had or had not the knife in his hand at its commencement. | To be imprisoned for 12 weeks with hard labour, and to be discharged the ship, and wages to be forfeited, in part to reimburse the vessel for the expenses incurred. |
| 77. **"Sea Foam."** | Embezzling ship's stores. | Naval Court held at Naples by C. J. Calvert, Esq., Consul, A. G. Mandent, Esq., Merchant, John Badcock, Master of the S.S. "*Aurora*," and John Manson, Master of the "*H. P. Stephenson*," on the 1st of September 1875. | Johan Smith and John Hewitt, seamen of the British ship "*Sea Foam*," were charged with embezzling the ship's stores. The Court found the charge fully proved, but in consideration of their previous good character, and believing that they had been tempted by an Italian boatman, the Court were inclined to take a lenient view of the case. The Court also recommended the Consul to have the boatman punished by the authorities. | To be discharged the ship and imprisoned 2 weeks. Forfeit 3*s.* each from their wages for the loss to the ship caused by their offence. Costs of imprisonment and costs of Court also to be defrayed from their wages so far as they might suffice. |
| 78. **"Silistria."** | Assault and abusive language. | Naval Court held at Callao by E. B. March, Esq., Consul, J. R. Veitch, Esq., Navigating Lieutenant of H.M.S. "*Daring*," and Mr. J. Trenery, Master of the "*Thomas Blythe*," on the 29th of November 1875. | William Scorgie, A.B. of the "*Silistria*," was charged with striking the Master, Mate, and Second Mate, and also with using foul and abusive language. The Court found the prisoner guilty of the charges preferred against him, but in passing their sentence, took into consideration his previous good conduct. | To be imprisoned for 12 weeks and to be discharged from the ship, and to pay expenses of trial so far as his wages will allow. |
| 79. **"Silverlands."** | Disappearance of a seaman. | Naval Court held at Rio Grande do Sul by Randal Callendar, Esq., Consul, Mr. C. Henry, British Merchant, Mr. D. Murray, Master of the "*Malpas Belle*," on the 14th, 16th, and 17th of November 1874. | This Court was summoned to inquire into the disappearance of Walter Bullen, late ordinary seaman of the schooner "*Silverlands*." The Master, Captain Churnside, failed to appear until the third sitting of the Court, when the inquiry was proceeded with; and the Court having heard the evidence, were unanimously of opinion that the Master had used threatening language to the boy, Walter Bullen, and that his conduct had not been becoming the Master of a vessel, and was deserving of the severest censure; but that he was ignorant of Bullen's disappearance, and that there was no evidence to prove what eventually became of him. In consequence of the Master having failed to appear before the Court on two occasions, he was adjudged to pay the costs. | Master severely censured, and to pay costs. |
| *80. **"Stadacona."** | Illegal discharge of seamen, and making false entries in log. | Naval Court held at Pabellon de Pica, Peru, by F. A. Kelly, Esq., Consul, Mr. T. Purdy, Master of the "*Homewood*," and W. Campbell, Esq., Master of the "*Resolute*," on the 1st of March 1876. | Mr. T. Davies, Master of the British ship "*Stadacona*," was charged with illegally discharging R. Bogare, Gustav Williamsen, and Ole Olsen, seamen of the "*Stadacona*," and with defrauding them of part of their wages, and also with making false entries in the official log of that vessel. The Court found that the charges were proved, and directed that the Court's proceedings should be reported to the Board of Trade, in order that they might in their judgment inflict the fines mentioned in the schedules to the Merchant Shipping Act, 1854. | R. Bogare, G. Williamsen, and Ole Olsen to be discharged from the ship, and their wages to be paid them. Costs of Court and costs of arresting said seamen to be paid by Owners. |

| Name, &c. of Ship | Nature of Occurrence. | Court by whom Inquiry was made. | Substance of Report of Inquiry. | Decision. |
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| 81. **"Teredo."** | Drunkenness - | Naval Court held at Port Said by C. G. G. Percival, Esq., Consul, George Royle, Merchant, and G. C. Coates, Master of the S.S. "*Royal Welch*," on the 30th of May 1876. | Mr. G. Bray, Master of the S.S. "*Teredo*," was charged with being drunk, and endangering the safety of the ship and the lives of the crew during the voyage of the said steamer from London. The Court considered the charge of drunkenness fully proved, but in passing sentence took the Master's former good conduct into consideration. | Dismissed from the command of the ship, and his certificate suspended for 6 months. |
| 82. **"Tewkesbury."** | Assault and insufficient supply of provisions. | Naval Court held at Hamburgh by G. Annesley, Esq., Consul, Captain J. W. Watts of the S.S. "*Virgo*," and S. Robinson, Esq., Merchant, on the 21st of June 1876. | Mr. R. G. Roberts, Master of the ship "*Tewkesbury*," was charged with an assault upon Niel Sorensen, Cook of the vessel, and also with having provided an insufficient supply of provisions. The Court found the charge of assault substantiated, and also found the Master chargeable with neglecting to supply provisions in accordance with the agreement on the ship's voyage from Falmouth to Hamburgh. | For the assault, Master to pay the complainant 2*l.* damages and 3*l.* for costs of inquiry. For neglecting to supply provisions, Master also to pay 4*d.* per day to the crew for 30 days as compensation. |
| 83. **"Thomas Bell."** | Drunkenness - - | Marine Board, Sydney, on the 27th of August 1875. | Mr. F. C. Deakins, Master of the ship "*Thomas Bell*," was charged with drunkenness on several occasions. The Board found that the charge had been sustained. | Certificate suspended for 3 months. |
| 84. **"Union."** | Tyranny, misconduct, and neglect of duty. | Local Marine Board, Bristol, on the 4th of November 1875. | Mr. E. Roberts, late Mate of the British ship "*Union*," was charged with maliciously throwing William Harrison, one of the ship's boys, into the sea, and also with having cruelly beaten and ill-used the said W. Harrison on divers occasions. He was also charged with wilfully omitting to make certain entries in the ship's log when ordered by the Master to do so, and with having repeatedly neglected his duties, and systematically disobeyed and defied the Master. The Board found him guilty upon more than one occasion of a gross act of misconduct. | Certificate as Mate of a British ship suspended for 6 months. |
| 85. **"Vacuna."** | Drunkenness and disobedience. | Naval Court held at Lisbon by W. R. Clutterbuck, Esq., Lieut. H.M.S. "*Triumph*," A. F. Duff, Esq., Vice-Consul at Belem, and Mr. J. E. Henderson, Master of the "*Camtoos*," on the 30th of December 1875. | George Chandler, ship's Cook of the British yacht "*Vacuna*," was charged with drunkenness and disobedience. The prisoner pleaded guilty. | To forfeit 4 days pay by way of compensation to owner of the "*Vacuna*," and to be discharged from his ship. |
| 86. **"Vasco de Gama."** | Insubordination and disobedience. | Naval Court held at San Francisco by C. R. Harris, Lieut. and Commander H.M.S. "*Rocket*," C. Mason, Vice-Consul, Joseph Jennings, Master of the S.S. "*Oceanic*," and C. Raxworthy, Assistant Paymaster, in charge of "*Rocket*," on the 9th of July 1875. | Matthew Hall, Chief Engineer of the British steamer "*Vasco de Gama*," was charged with insubordination, disobedience of orders, and absence without leave. The Court found the charges of disobedience of orders, combination and tendency to insubordination, and absence without leave, proved. | Mr. Hall to be mulcted of 2 days pay and to be discharged from the ship. Costs of Court to be paid by Owners agents at San Francisco. |
| 87. **"Venetian."** | Desertion - - | Naval Court held at Genoa by M. Yeats Brown, Esq., Consul, Mr. W. Kirby, British Merchant, and Mr. J. Woods, Master of the "*Britannia*," on the 8th of February 1876. | Henry Hewitt, of the S.S. "*Venetian*," of Liverpool, was brought before the Court in custody, when the Consul stated that the Master of the "*Venetian*" reported that the prisoner had shipped in Gibraltar, and on arrival at Genoa deserted. The prisoner pleaded guilty. | To be imprisoned 4 weeks. |
| 88. **"Victoria."** | Drunkenness - - | Local Marine Board, Leith, on the 15th of March 1876. | Mr. John Lewis, late Mate of "*Victoria*," was charged with drunkenness. The Board having carefully considered the evidence and the whole circumstances, resolved to suspend certificate of the accused. | Certificate suspended for 3 months. |

| | | | | |
|---|---|---|---|---|
| 89. "**Virago.**" | Drunkenness and neglect of duty. | Local Marine Board, Hull, on the 16th of August 1875. | J. McLarty, Chief Engineer of the S.S. "*Virago*," was charged with drunkenness and neglect of duty by the owners of the vessel. The defendant forwarded a plea of guilty in writing. The Board adjudged McLarty's certificate as first-class engineer to be suspended, and censured the Master, Captain Whiteing, for the inconsistent discharge (V.G.) given to the defendant. | Certificate as first-class engineer suspended for 6 months. Master censured. |
| 90. "**Waikato.**" | Drunkenness and misconduct. | Resident Magistrate's Court, Lyttelton, New Zealand, on the 18th of October 1875. | John Mitchell Williams, Second Mate of the British ship "*Waikato*," was charged with drunkenness, neglect of duty, and resisting the lawful authority of the Master of the said ship. The Court decided that the charge of drunkenness was not substantiated; that the charge of neglect of duty and of resisting the lawful authority of the Master were substantiated. | Certificate suspended for 6 months. |
| 91. "**Warkworth.**" | Drunkenness and misconduct. | Local Marine Board, Newcastle, on the 22nd of February 1876. | Mr. R. Nicholls, late Master of the S.S. "*Warkworth*," was charged with drunkenness and gross acts of misconduct. The Board found him guilty of repeated acts of drunkenness; but in their decision, took his previous good character into consideration. | Certificate suspended for 6 months. |
| 92. "**West Derby.**" | Embezzlement of cargo and desertion. | Naval Court held at Ascension by W. C. Karslake, Lieut. Commander of H.M.S. "*Merlin*," H. C. B. Hulbert, Sub.-Lieut. H.M.S. "*Merlin*," and R. Collier, Master of the "*Dolphin*," on the 16th of October 1875. | (1.) Edward Owens, A.B., James Quin, A.B., and Richard Sedgwick, A.B., of the barque "*West Derby*," were charged with embezzling the ship's stores; (2.) The said E. Owens, R. Sedgwick, and Ramsey West, A.B.'s of the said vessel, were also charged with conspiring to desert; (3.) the said E. Owens was also charged with destroying ship's stores; and (4.) the said Richard Sedgwick was also charged with cutting adrift one of the ship's boats. The Court found the first and second charges proved, third charge not proved against E. Owens, the wrong man's name having been inserted in the charge; and the fourth charge not proved. | R. Sedgwick and E. Owens to be imprisoned 10 weeks, and to be dismissed the "*West Derby*;" Ramsey West, to be imprisoned 6 weeks, and to be dismissed the "*West Derby*;" Jas. Quin, to be imprisoned 4 weeks and to be dismissed the "*West Derby*," all the imprisonments to be in one of H.M.'s gaols with hard labour. |
| 93. "**Western.**" | Drunkenness - - | Marine Board, Queensland (Brisbane), on the 21st of February 1876. | Mr. D. McAulay, First Mate, and Mr. J. Hutchinson, Chief Engineer of S.S. "*Western*," were charged with being drunk and unable to perform their duty. The Board were of opinion that the charge of drunkenness was proved against both of the accused. | Certificates (New South Wales) suspended for 3 months. |
| 94. "**Zambesi.**" | Drunkenness and misconduct. | Local Marine Board, South Shields, on the 15th of February 1876. | Mr. John Scatterby, late Master of the "*Zambesi*," was charged by Mr. Cairns, the owner of the vessel, with drunkenness and gross acts of misconduct. The Board, having carefully considered the evidence, were of opinion that the charges were not proved, but were unable to acquit the captain of some acts of indiscretion. | Mr. Scatterby's certificate returned, with a caution as to his future conduct. |
| 95. "**Zetland.**" | Misconduct - | Local Marine Board, Liverpool, on the 13th of April 1876. | Mr. J. D. Taylor, late Master and First Mate of the ship "*Zetland*," was charged with having entered into an agreement to resign the command of his vessel on her voyage to Bahia, to Mr. D. H. Hicks, of Cardiff, the owner of the vessel, who had signed articles as supercargo, but did not hold a certificate. The Court were of opinion that Captain Taylor had been guilty of gross misconduct in wrongfully agreeing to give up the command of the "*Zetland*," but as he had remained by the ship the whole of the voyage, and as it was the first case of the kind investigated at Liverpool, they were inclined to give him the benefit of his statement, that he was ignorant of the law. | Reprimanded. |

**Table 50. LIST of OFFICERS of the MERCANTILE MARINE whose Certificates were cancelled or suspended by the Board of Trade, from the 1st July 1875 to the 30th June 1876, in consequence of their having been convicted of Offences.**

| Name of Person charged, and Name of Vessel. | Grade, and No. of Certificate. | Charge or Causes of Proceeding. | Date and Place of Trial. | Sentence. | Action taken by Board of Trade. |
|---|---|---|---|---|---|
| Anderson, W. V., "**Hendon.**" | Mate, C.C. No. 33,940 | Assaulting a seaman, drunkenness, and insubordination. | Constantinople, 14th February 1876. | 10 days imprisonment. | Certificate cancelled 25th Feb. 1876. Renewed certificate issued 5th Sept. 1876. |
| Baker, W., "**Gladstone.**" | Master, C.C. No. 29,957. | Drunkenness - - | Constantinople, various dates, April 1876. | 1st occasion, reprimand; 2nd, fined 1*l.*; 3rd, dismissed his ship; 4th, fined 2*l.* and costs. | Certificate cancelled. |
| Bennett, Thos., "**Nariva.**" | 2nd mate, C.C. No. 17,985. | Larceny of cargo and drunkenness. | Trinidad, 10th January 1876. | 6 months imprisonment. | Certificate cancelled June 1876. |
| Clarke, J., "**City of Berlin.**" | Mate, C.C. No. 32,770 | Larceny of cargo - | Port Adelaide, 23rd February 1876. | 3 months imprisonment, with hard labour. | Certificate cancelled. |
| Couves, Edward J., "**City of Auckland.**" | 2nd mate, C.C. No. 88,144. | Larceny of cargo on the high seas. | Auckland, 2nd October 1875. | 6 months imprisonment, with hard labour. | Certificate cancelled 22nd Dec. 1875. |
| Creak, J. James, "**Tangerine.**" | Mate, C.C. No. 32,645 | Neglecting to join ship having signed articles. | Bristol, 14th January 1876. | 21 days imprisonment, without hard labour. | Certificate cancelled 18th Jan. 1876. 2nd mate's certificate granted 15th June 1876. |
| Davies, Lewis, "**Edith Brooke.**" | Master, C.C. No. 85,295. | Assaulting several members of his crew. | Cork, 26th April 1876. | In the aggregate fines of 18*l.*, and at least 1*l.* 10*s.* costs, or 8 months imprisonment were inflicted. | Certificate cancelled 8th May 1876. |
| Elliott, J. G., "**Berwick,**" S.S. | Master, C.C. No. 11,105. | Taking his vessel to sea after Board of Trade had ordered her detention. | Newcastle, 26th August 1875. | 10*l.* penalty, and costs | Certificate suspended for 1 month, 26th Aug. 1875. |
| Emslie, David W., "**Emma.**" | Only mate, C.C. No. 96,546. | Theft - - | Glasgow, 3rd July 1875. | 30 days imprisonment | Certificate cancelled 30th July 1875. |
| Evans, Thomas, "**Emily.**" | Master, C.C. No. 87,710. | Concealing tobacco on board. | Falmouth, 13th October 1875. | Fined 102*l.* 15*s.* 6*d.* - | Certificate suspended for 12 months from 1st Jan. 1876, 4th Jan. 1876. |
| Fletcher, Peter, "**Emulous.**" | Mate, certificate of competency as master, No. 94,183. | Drunkenness and assault. | Freetown (Sierra Leone), 7th March 1876. | Fined 20*s.* and 1 month's imprisonment for drunkenness, and a further period of 12 weeks imprisonment for the assault. | Certificate cancelled 2nd Sept. 1876. |
| Fountain, G. T., "**Hindostan.**" | Boatswain, certificate of competency as master, No. 96,614. | Desertion from barque "Hindostan." | Newport (Mon.), 1st May 1876. | 4 weeks imprisonment, with hard labour. | Certificate cancelled 15th July 1876. |
| Gawley, John, "**Satanella.**" | Mate, C.C. No. 9,606 | Larceny of rope from the vessel. | Hull, 5th April 1876. | 2 months imprisonment. | Certificate cancelled 26th April 1876. |
| Gilkinson, John Pollock, Shimmon, Edw., "**Strathearn.**" | 2nd mate, C.C. No. 31,554. 3rd mate, C.C. No. 95,306. | Stealing luggage of passengers on board the vessel. | Queenstown Petty Sessions, 27th January 1876. | Gilkinson 4 months imprisonment. Shimmon 3 months imprisonment. Both with hard labour. | Certificates cancelled 5th March 1876. |
| Jones, William, "**Osprey.**" | 2nd mate, C.C. No. 32,663. | Desertion - - - | Hull, 16th July 1875. | 28 days imprisonment | Certificate suspended for 3 months 6th Aug. 1875. |

Table 50. List of Officers of the Mercantile Marine whose Certificates were cancelled or suspended, &c.—*cont.*

| Name of Person charged, and Name of Vessel. | Grade and No. of Certificate. | Charge or Causes of Proceeding. | Date and Place of Trial. | Sentence. | Action taken by Board of Trade. |
|---|---|---|---|---|---|
| Little, Joseph,<br>Thane, Alexr.<br>"**Carrie Annie.**" | Master, C.C. No. 27,964.<br>Mate, C.C. No. 93,095 | Manslaughter of Henry Pountness, an apprentice on board. | Tralee, 16th July 1875. | Little, 15 years penal servitude.<br>Thane, 5 years penal servitude. | Certificates cancelled 26th July 1875. |
| Lloyd, A.,<br>"**John Lawrence.**" | Mate, C.C. No. 24,974 | Desertion - - | Bathurst, 14th June 1875. | 1 month's imprisonment, with hard labour, with fine for absence without leave. | Certificate cancelled 8th Sept. 1875. |
| McKie, Wallace,<br>"**Beaufort.**" | Mate, C.C. No. 81,605 | Stabbing mortally Geo. Allen, boatswain. | Cape Town, 9th November 1875. | 5 years penal servitude. | Certificate cancelled 22nd Jan. 1876. |
| McLaren, Wm.,<br>"**Emma Trechmann.**" | Mate, C.C. No. 81,048 | Larceny of rope - | S. Shields, 21st December 1875. | 1 month's imprisonment, with hard labour. | Certificate cancelled 7th Jan. 1876. |
| Martel, James,<br>"**Audax.**" | 2nd mate, C.C. No. 98,228. | Assaulting a clerk of Brest Consulate. | Brest, 27th August 1875. | 1 month's imprisonment. | Certificate cancelled 12th Oct. 1875.<br>Renewed on recommendation of Consul 23rd Oct. 1875. |
| Masson, Geo. A.,<br>"**Blaney Brothers.**" | 1st mate, C.C. No. 81,378. | Selling a foresail out of ship. | S. Shields, 2 March 1876. | 6 weeks imprisonment | Certificate cancelled 8th March 1876. |
| Miller, James,<br>"**Manitoban.**" | Master, C.C. No. 5,313 | Drunkenness - - | Malta, 19th May 1876. | 1 month's imprisonment. | Certificate cancelled 9th June 1876.<br>1st mate's certificate granted 5th Sept. 1876. |
| Osmotherly, J.,<br>"**Almon Rowell.**" | Mate, certificate of competency as master, No. 23,306. | Stealing master's coat | Penarth Petty Sessions, 30th March 1876. | 2 months imprisonment, with hard labour. | Certificate cancelled 28th July 1876. |
| Shimmon, Edward. *See* J. P. Gilkinson, "Strathearn."<br>Thaine, Alexr. *See* J. Little, "Carrie Annie." | | | | | |
| Thomas, Griffith,<br>"**Dauntless.**" | Seaman holding a master's certificate of competency, No. 76,115. | Desertion from ship - | Cardiff, 7th June 1875. | 4 weeks imprisonment | Certificate suspended 2nd July 1875, for 3 months from 7th June 1875. |
| Turnbull, Geo.,<br>"**Chas. W. Anderson.**" | 2nd engineer, C.C. No. 8,580. | Assault on a M. M. O. police messenger. | S. Shields, 14th February 1876. | 1 month's imprisonment, with hard labour. | Certificate cancelled 23rd Feb. 1876. |
| Weatherill, Thos.,<br>"**Joseph Somes.**" | Master, C.C. No. 24,980. | (1) Neglecting to stay by the "Wm. Simpson" after collison, and to report said collision; (2) Neglecting to make entry thereof in official log. | Hull, 19th February 1876. | 10*l.* and costs for each of the two offences. | Certificate cancelled 18th March 1876.<br>To be returned after 6 months considering previous character and fines imposed. |

## SUMMARIES of Inquiry Tables for the Two Years ended June 1876.

### Tables 46, 47, and 48. Summary (A.) 1874–5.

| Nature of Investigation. | Strandings. | Founderings and Abandonments. | Collisions. | Fire, Explosions, &c. | Other Casualties. | Missing. | Total. |
|---|---|---|---|---|---|---|---|
| Inquiries at Home - - - - | 112 | 39 | 9 | 5 | 3 | 3 | 171 |
| Inquiries in British Possessions Abroad - | 86 | 1 | 13 | 2 | 4 | — | 106 |
| Naval Courts - - - - | 21 | 3 | 2 | 5 | — | — | 31 |
| Total - - - - | 219 | 43 | 24 | 12 | 7 | 3 | 308 |

NOTE.—In one instance two casualties were investigated by the same Court of Inquiry, so that the total (308) is one in excess of the actual number of investigations held.

### Tables 46, 47, and 48. Summary (A.) 1875–6.

| Nature of Investigation. | Strandings. | Founderings and Abandonments. | Collisions. | Fire, Explosions, &c. | Other Casualties. | Missing. | Total. |
|---|---|---|---|---|---|---|---|
| Inquiries at Home - - - - | 142 | 49 | 19 | 9 | 9 | 2 | 230 |
| Inquiries in British Possessions Abroad - | 73 | 8 | 22 | 5 | 7 | — | 115 |
| Naval Courts - - - - | 29 | 3 | 3 | 3 | — | — | 38 |
| Total - - - - | 244 | 60 | 44 | 17 | 16 | 2 | 383 |

NOTE.—In one instance two, and in another instance three, casualties were investigated by the same Court of Inquiry, so that the total (383) is three in excess of the actual number of investigations held.

## Tables 46, 47, and 48. Grand Summary (A.) for the two Years 1874–5 and 1875–6.

| Nature of Investigation. | Strandings. | Founderings and Abandonments. | Collisions. | Fire, Explosions, &c. | Other Casualties. | Missing. | Total. |
|---|---|---|---|---|---|---|---|
| Inquiries at Home - - - | 254 | 88 | 28 | 14 | 12 | 5 | 401 |
| Inquiries in British Possessions Abroad - | 159 | 9 | 35 | 7 | 11 | — | 221 |
| Naval Courts - - - - - | 50 | 6 | 5 | 8 | — | — | 69 |
| Total - - | 463 | 103 | 68 | 29 | 23 | 5 | 691 |

## Tables 46, 47, and 48. Summary (B.) 1874–5.

| Nature of Investigation. | Neglect, &c. | | | Total from Neglect. | Faulty Construction and Unseaworthiness. | Overloading, Bad Stowage, &c. | Defects in Equipments. | Stress of Weather and State of Atmosphere. | Fire and other Accidents. | Cause not stated. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Resulting in Cancellation of Certificates. | Resulting in Suspension of Certificates. | Not resulting in Cancellation or Suspension of Certificates. | | | | | | | | |
| Inquiries at Home - - - | 2 | 73 | 33 | 108 | 5 | 9 | 2 | 14 | 15 | 18 | 171 |
| Inquiries in British Possessions Abroad | 4 | 20 | 27 | 51 | 1 | 1 | — | 25 | 16 | 12 | 106 |
| Naval Courts - - - - - | — | 12 | 4 | 16 | — | — | — | 4 | 8 | 3 | 31 |
| Total - - | 6 | 105 | 64 | 175 | 6 | 10 | 2 | 43 | 39 | 33 | 308 |

## Tables 46, 47, and 48. Summary (B.) 1875–6.

| Nature of Investigation. | Neglect, &c. | | | Total from Neglect. | Faulty Construction and Unseaworthiness. | Overloading, Bad Stowage, &c. | Defects in Equipments. | Stress of Weather and State of Atmosphere. | Fire and other Accidents. | Cause not stated. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Resulting in Cancellation of Certificates. | Resulting in Suspension of Certificates. | Not resulting in Cancellation or Suspension of Certificates. | | | | | | | | |
| Inquiries at Home - - - | 2 | 67 | 69 | 138 | 7 | 6 | 3 | 46 | 13 | 17 | 230 |
| Inquiries in British Possessions Abroad | 1 | 24 | 30 | 55 | — | — | 2 | 33 | 12 | 13 | 115 |
| Naval Courts - - - - | 2 | 8 | 15 | 25 | — | 2 | — | 6 | 4 | 1 | 38 |
| Total - - - | 5 | 99 | 114 | 218 | 7 | 8 | 5 | 85 | 29 | 31 | 383 |

## Tables 46, 47, and 48. Grand Summary (B.) for the two years 1874–5 and 1875–6.

| Nature of Investigation. | Neglect, &c. | | | Total from Neglect. | Faulty Construction and Unseaworthiness. | Overloading, Bad Stowage, &c. | Defects in Equipments. | Stress of Weather and State of Atmosphere. | Fire and other Accidents. | Cause not stated. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Resulting in Cancellation of Certificates. | Resulting in Suspension of Certificates. | Not resulting in Cancellation or Suspension of Certificates. | | | | | | | | |
| Inquiries at Home - - - | 4 | 140 | 102 | 246 | 12 | 15 | 5 | 60 | 28 | 35 | 401 |
| Inquiries in British Possessions Abroad | 5 | 44 | 57 | 106 | 1 | 1 | 2 | 58 | 28 | 25 | 221 |
| Naval Courts - - - - | 2 | 20 | 19 | 41 | — | 2 | — | 10 | 12 | 4 | 69 |
| Total - - - | 11 | 204 | 178 | 393 | 13 | 18 | 7 | 128 | 68 | 64 | 691 |

## Table 49. Summary 1874–5.

| Nature of Investigation. | Number of Investigations. | Number of Masters convicted. | | Number of Officers convicted. | | Number of Seamen convicted. | Total No. of Persons convicted. |
|---|---|---|---|---|---|---|---|
| | | Certificates cancelled or suspended. | Censured or admonished. | Certificates cancelled or suspended. | Censured or admonished. | | |
| Tribunals at Home - - - | 22 | 10 | — | 13 | — | — | 23 |
| Tribunals in British Possessions Abroad. | 2 | 1 | 1 | — | 1 | — | 3 |
| Naval Courts - - - | 33 | 2 | 7 | 3 | 5 | 45 | 62 |
| Total - - - | 57 | 13 | 8 | 16 | 6 | 45 | 88 |

## Table 49. Summary 1875–6.

| Nature of Investigation. | Number of Investigations. | Number of Masters convicted. | | Number of Officers convicted. | | Number of Seamen convicted. | Total No. of Persons convicted. |
|---|---|---|---|---|---|---|---|
| | | Certificates cancelled or suspended. | Censured or admonished. | Certificates cancelled or suspended. | Censured or admonished. | | |
| Tribunals at Home - - - | 32 | 14 | 5 | 13 | 4 | — | 36 |
| Tribunals in British Possessions Abroad. | 8 | 5 | — | 4 | — | — | 9 |
| Naval Courts - - - | 55 | 3 | 8 | 4 | 13 | 96 | 124 |
| Total - - - | 95 | 22 | 13 | 21 | 17 | 96 | 169 |

## Table 49. Grand Summary for the two years 1874–5 and 1875–6.

| Nature of Investigation. | Number of Investigations. | Number of Masters convicted. | | Number of Officers convicted. | | Number of Seamen convicted. | Total No. of Persons convicted. |
|---|---|---|---|---|---|---|---|
| | | Certificates cancelled or suspended. | Censured or admonished. | Certificates cancelled or suspended. | Censured or admonished. | | |
| Tribunals at Home - - - | 54 | 24 | 5 | 26 | 4 | — | 59 |
| Tribunals in British Possessions Abroad. | 10 | 6 | 1 | 4 | 1 | — | 12 |
| Naval Courts - - - | 88 | 5 | 15 | 7 | 18 | 141 | 186 |
| Total - - - | 152 | 35 | 21 | 37 | 23 | 141 | 257 |

## Summary for Table 50. 1875–6.

| | Masters' Certificates. | | Officers' Certificates. | | Totals. | |
|---|---|---|---|---|---|---|
| | Cancelled. | Suspended. | Cancelled. | Suspended. | Cancelled. | Suspended. |
| Fines - - - - - | 3 | 2 | — | — | 3 | 2 |
| Imprisonments - - - - - | 3 | 1 | 15 | 1 | 18 | 2 |
| Penal Servitude - - - - - | 1 | — | 2 | — | 3 | — |
| Totals - - - | 7 | 3 | 17 | 1 | 24 | 4 |

# APPENDICES TO PART VI.

## Appendix to Table 46.—Reports of Official Inquiries in the United Kingdom into the Causes of Wrecks, Casualties, and Collisions, ordered by the Board of Trade during the year 1875–6.

### "A. 1."

The ship was 933 tons per register. She was built of iron at Sunderland in February last, and this was her first voyage. She was owned by Porritt Webster, of Scarborough, and two other persons. She sailed from Shields on the 8th April, bound for Montreal, laden with a general cargo, and under the command of John Oatway, who holds a certificate of competency (31,696).

The vessel appears to have been well found in every respect, and all went well with them until she arrived in the St. Lawrence on the 7th May, when they encountered a large field of drift ice, which towards 8 p.m completely blocked up the ship, and she was held fast until the 15th May, when, about noon, the ice began to give way, and at 4 p.m. the ship was sailing in almost clear water. At 5 p.m. the ship had clear water, and more sail was put on her, and close-hauled on the starboard tack with all plain sail set, except the mainsail, and going from 3½ to 4 knots. All hands were on deck. The master navigating the ship. About 5.30 the vessel was making good weather of it, and although there was a good deal of ice abeam and to leeward of them, the vessel's course was clear, except one piece, which lay right ahead about ¾ of a mile off. It is in evidence that to all appearance this piece of ice was not dangerous, but as the master and mate were about to go below for tea, the master called the second officer to him and placed him in charge of the deck, pointing out this piece of ice to him, and telling him to keep clear of it. There was abundance of room on each side of it. The master and mate went below, and in about 10 minutes the ship struck this piece of ice with the port bow, just in the way of the port end of the collision bulkhead which was deemed to be a water-tight compartment. The evidence is conflicting as to the force of the blow. One witness goes so far as to say that he was knocked off his legs with it, whilst the chief officer says it was of no consequence, and ought not to have caused any alarm or damage. We must conclude that the force was great to break a plate two feet square, and to start it from the rivets at the butt abaft the bulkhead compartment. The fore compartment filled in a few minutes, and put the vessel down by the head. The fore hold then began to fill, water coming through the bulkhead at both ends, and also through the side of the ship, where the hole was made. A sail was got out and put over the side to cover the hole, but the water had gained so rapidly upon them that the sail was of very little good. The pumps were set on, and the crew pumped constantly up to about half-past 11 p.m., when it was quite apparent that their further efforts in this direction were of no avail. The boats were hung astern of the ship, and the stern became so high out of the water that it was evident a few hours would determine her fate. The crew then got into the boats, and remained by the vessel until 3 a.m. of the 16th, when a boat's crew went on board and pumped away for half an hour; but it was of no good, as the water steadily increased. They then left and went back to the boat, and pulled a short way from the vessel, and at 6 a.m. she foundered. The crew were picked up by the ship "Bruces," of Glasgow, and landed.

It is now our duty to inquire into the causes which led to the loss of this vessel, and whether the disaster could have been prevented.

1. We have very little evidence on the subject of the construction of the vessel, whether the thickness or quality of the iron or the action of the frost in any way contributed to the loss. From the evidence of the carpenter, the vessel was built of iron of the usual thickness, but cannot speak as to its quality or the action of the frost upon it. In the absence of any direct testimony we can only conclude that in this respect the vessel was properly built of suitable material, and that the blow was of such violence that had she been more favourably placed than being frozen up for seven days in ice the result would have been much the same.

2. With regard to the navigation of the ship, we regret that we have to report default; whilst we acquit the master of default, we think he committed an error in judgment in going below when he was approaching danger; and we deem it our duty to caution him, so that in future he must be more prudent and not leave his vessel in charge of a subordinate, although the latter may hold a certificate entitling him to hold an officer's appointment. We have returned to him his certificate, and cautioned him accordingly. The second officer we clearly find in default. He had his danger pointed out to him in broad daylight, and we cannot imagine how he should have stood on without ever changing the vessel's course. He has not vouched to give the Court any explanation of his conduct beyond that he did not apprehend real danger. The master, however, saw it ¾ of a mile off, he deemed it of sufficient size to be dangerous, as it afterwards too clearly proved to be, and we must allow him to be the best judge. The second mate disobeyed wilfully the orders which were given to him by the master. His wilful disobedience resulted in the loss of a valuable ship and her cargo, and but for the fortunate appearance of the "Bruces," might have caused the loss of the whole of the ship's crew.

It is our duty to visit his default with a severe punishment.

*Judgment.*

The Court have given every consideration to this case, and we are unanimous in saying that the captain has not been guilty of default within the meaning of the Act of Parliament. We think, however, that he was guilty of an error in judgment in leaving the deck in sole charge of the second mate with danger in view. It would, however, be hard if in broad daylight the master could not leave his ship for a few minutes in any case. In this instance, however, we think he was guilty of an indiscretion, and we trust that in future this will be a warning to him to be more careful in the management of his vessel. With regard to the second officer, we find him guilty of clear default, and it is our duty to inflict a punishment upon him which will make him more careful for the future. We therefore adjudge that the certificate of Richard Lee be suspended for 12 calendar months.

JOHN STRACHAN, J.P.
JOHN L. HALL, J.P.
THOS. BEASLEY,
G. TREFUSIS HOLT, } Nautical Assessors.

### "ABBOTSFORD," (S.S.)

The "Abbotsford" was an iron screw steamer belonging to Liverpool, official number 69,248, built at Dundee, county Forfar, in 1873, her registered tonnage 1679–89 tons, and was owned by the International Navigation Company, of Liverpool.

Her engines were compound, of 320 horse power nominal. She left Philadelphia on the 7th July last in perfect condition, well found and equipped, bound to Liverpool (touching at Queenstown) with a full general cargo, about 125 passengers, and a crew of 80, all told, including the master, Mr. Redford Webster Sargent, who holds a certificate of competency, No. 88,805, dated 7th October 1868.

All proceeded well, and nothing particular happened during the voyage until the 20th July, when she arrived at Queenstown, where she landed some passengers and her mails, and after taking on board Mr. Blundell, a 1st class Liverpool pilot (who was employed by the company to pilot their vessels into the port of Liverpool) proceeded on her voyage up Channel. After leaving Queenstown all the various lights were duly sighted, and at noon on the 21st the South Stack was seen bearing S.S.E. by compass, the distance off being estimated at 4½ to 5 miles, which the master said he verified by cross bearings. The weather at this time is described as hazy, inclined to a fog, the course N.E. by E. ½ E., and engines working at full speed, 10 to 10¾ knots per hour. At 40 minutes past noon the engines were slowed to half speed, about 8 knots, owing to the state of the weather, which had now become very foggy. All the watch were stationed on the look-out. At 57 minutes past noon the engines were stopped for 11 minutes to take a cast of the lead, which was done, and 19 fathoms water reported. At 1.8 p.m. she went on again at half speed, and course altered to north, until 1.55 p.m., when her engines were stopped for six minutes, and a cast of the lead taken in 29 fathoms. At 2 p.m. she went on again slow, with her course altered to east. At 2.24 stopped engines for 11 minutes, and took a cast of the lead and found 29 fathoms. At 2.35 went on slow. At 2.45 altered course to S.E., and at 3.21 the course was altered to S.E. by E. At 3.30 p.m. again stopped engines, and sounded in 24 fathoms. At 3.38 p.m. went on again at half speed on the same course, S.E. by E., weather thick and foggy. About 3.54 land was seen close aboard on the starboard bow and ahead; also a small boat inshore of them.

The helm was instantly put hard a-starboard and the engines reversed, but before they could take effect the vessel ran high upon the rocks under Wylfa Head, and remained fast.

Boats were instantly got out and the whole of the passengers landed in safety with their baggage. Subsequently a large amount of cargo was landed, and a portion of the officers and crew remained by the vessel until she sank, on the third day.

Perfect discipline seems to have been maintained throughout.

No lives were lost.

In this case the "Abbotsford" seems to have made her voyage in perfect safety, until she passed Holyhead, which was seen, and then in a very few hours she was lost on the coast of Anglesea.

Every precaution seems to have been taken that prudence could dictate, and the printed rules issued by the company for the guidance of their commanders had been carried out. Soundings were taken, and as the weather thickened a constant and vigilant look-out was kept. Still the vessel was finally lost on a summer's day in a fog.

The Court are not able to accept the theory which has been propounded to them of the sudden disturbance of the compasses, but think, after a careful examination of the soundings, there is a much more obvious mode of accounting for the stranding of the vessel. We think that, when the bearings were taken on passing the South Stack, some gross error was made, and are of opinion that the loss of the vessel is due in the first instance to the master having misjudged his distance from the South Stack, and we also think that subsequently sufficient allowance was not made by him for the strength of the tide, especially during the periods when the vessel was slowed and stopped for soundings.

The Court are willing to think that the miscalculation of the vessel's distance from the South Stack was an error of judgment, but they are of opinion that the master ought not to have relied so implicitly on that single observation of the land in the then state of the atmosphere, and further that the first cast of the lead taken ought to have satisfied him that he was not where he thought himself to be, though the subsequent soundings were such as to encourage him in believing he was on his proper course.

Taking all the circumstances into consideration, the Court think there was in the first instance an error of judgment, and afterwards a miscalculation of the force of the tide, and the Court hold that the master is deserving of censure, and he is hereby censured accordingly.

We think that, considering the foggy state of the weather after passing Holyhead, it was not prudent to proceed at the speed the vessel did, though her loss could not be attributed to that course. We therefore return the master his certificate.

H. Mansfield,
Deputy Stipendiary Magistrate.
Chas. E. Pryce, Ed. White, } Nautical Assessors.

## ABERDEEN FERRY BOAT.

I beg to report, for the information of the Board of Trade, the result of my investigation into the circumstances attending the capsizing of the Torry ferry boat.

Upon my arrival at Aberdeen I went at once to the scene of the accident, and from my own observation and such particulars as I could obtain from persons on the spot, I gained sufficient information for my guidance in the subsequent inquiry.

On the 17th instant I opened the investigation, in the course of which I received every possible assistance from the Lord Provost and local authorities.

The present ferry dates from the time when the new channel of the Dee was cut. Prior to this the ferry was lower down the river. Referring to the plan "A" accompanying this report, it will be seen that there are now two ferries, the one over the old channel of the river, the other where the accident occurred, over the new channel, between the reclaimed ground and Torry, in the county of Kincardine. Prior to 1875 the ferry over the new cut was worked by a coble or boat pulled with oars. In 1875 this was replaced by a new boat, propelled by a winch and a wire rope stretched across the river, entering through fair leaders in the bow and stern passing round a fly-wheel in the middle of the boat, as shown in the accompanying drawing "B," so that it could be propelled either forward or backward as required.

According to the evidence of Mr. Hall, the boat builder, by her cubical capacity the boat was capable of carrying 32 persons. Taking, however, into consideration the shape of the boat, which resembled that of a pontoon, flat bottomed but rounded at the bow and stern, Mr. James, the Board of Trade Surveyor, who measured her under my personal inspection, was of opinion that she would carry with safety a maximum of 40 persons.

However well adapted this mode of propulsion might have been to save labour, and however safe it may be in dead water, such as prevails in the inner ferry upon the old channel of the river, it is undoubtedly most dangerous in a strong tideway, accelerated as it was on the day of the accident by a fresh in the river, caused by the melting of the snow in the interior of the country.

The ownership of this ferry is vested by ancient charter in the Lord Provost and Town Council of the city of Aberdeen, whose jurisdiction extends to the mid-channel of the river, including the scene of the catastrophe. The right to work the existing ferries is let from time to time by the Town Council at public roup or auction to the highest bidder, without it would appear any special qualifications being required.

The exhibits put in herewith will show the terms of the agreement made with the lessee or tacksman, as he is called, together with a book of regulations, dated in 1869. By the 13th article of these regulations the number of persons to be admitted on board the boat at that time was limited to 30, but this stipulation is unaccompanied by any special penalty for its infringement.

In fact, these regulations do not apply to the existing state of things, and are totally inoperative.

In June 1875, when the present tacksman, Alexander Kennedy, came into possession of the tack or lease, a change was contemplated by the Town Council in the mode of working the Torry ferry. Instead of a row boat as heretofore, a boat propelled by machinery, as already referred to, was substituted in August 1875. According to the conditions of the lease the tacksman was to furnish the wire rope.

Between August 1875 and April 1876 the wire rope had parted several times. Six days, however, antecedent to the accident, a new galvanized iron rope $\frac{7}{16}$ in. diameter, and 60 fathoms in length, had been provided by the tacksman. Upon a representation of Mr. Duthie, who supplied it, that this length was too short for the purpose. The tacksman intimated that he intended to lengthen it by splicing on a $\frac{3}{8}$ steel wire originally of 75 fathoms in length, and which had been supplied to him on the 28th of September 1875. This was accordingly done by the tacksman, assisted by his boatman, Masson, in a very clumsy and unworkmanlike manner. The rope thus spliced was stretched across the river, the thickest end being secured to a ring bolt on the northern side, and the thin end to a post on the south or Torry side. Round this post some portion of slack rope was coiled, which, together with the splice, will be seen hereafter to have had some bearing on the subsequent disaster.

The entire breadth of the river at high water spring tide at this point is by admeasurement 438 yards, but it being half ebb when the casualty occurred, the actual breadth of the water channel might be then estimated to have been about 83 yards.

Towards the afternoon of the 4th of April, the day preceding the accident, the current of the river was so strong that the tacksman deemed it expedient to withdraw the wire ferry boat from plying.

The 5th of April was a sacramental fast day, on which occasion it is usual for large crowds of working people to make a holiday. Towards noon they began to cross the ferry in considerable numbers, and continued to do so till three o'clock, by which time the tide was half ebb, with a strong fresh in the river caused by the melting of the snow. Competent persons estimated this current to have been running at the rate of six or seven miles an hour. By 3 p.m. the crowd had increased to 300 or 400 persons, all eager to cross the ferry.

So great was the rush to get into the boat that several people who had crossed from the Torry side were prevented by the crowd from landing, which rendered it necessary that the boat should put back for that purpose. Many of those left on shore took advantage of this opportunity and crowded into this already overladen boat.

One of the two boatmen who had charge of the boat also took advantage of this opportunity to land upon the plea that she was overladen, and also, as he stated, to warn the tacksman of the danger of allowing her to cross the river again, the last trip from the Torry side having been attended with great risk and danger. The evidence as to any remonstrance is contradicted by the tacksman, but several persons in the crowd observed Masson, the boatman, gesticulating as if remonstrating with the tacksman, although they were unable to hear what was said. At all events Masson did not return with the boat.

Kennedy himself seemed too much engrossed in collecting his fees at the wicket to observe what was taking place at the water side.

We have evidence (exhibit 23) that there were no less than 77 persons in a boat calculated to carry 40 as a maximum.

Thus laden, with barely five inches of clear side above the water, according to the scale of displacement (marked "B"), the boat began to cross the river and her perilous position soon became apparent to those watching her progress. As soon as she left the landing-place she floated down with the stream, lifting the wire rope at both ends of the boat out of the water, so that the rope from shore to shore formed the arc of a circle. In arriving in the bight thus formed by the rope, the boat seemed to stop and list over to the westward or up stream. Seeing this, and in the hope of relieving her from the pressure of the current, which at this time was flowing over the gunwale, some well meaning people slackened off the rope on the Torry shore. This caused the boat to be brought up with a jerk, which was supposed to have snapped the rope as the ferry boat was immediately overturned.

There is great reason to believe that a prominent cause of this disaster was the obstruction occasioned by the ill-made splice before alluded to, in the rollers underneath the fly-wheel (exhibit "B"). Both the machine and the rope were produced in Court, and it was clearly demonstrated that the rope had parted 15 feet from the splice, which would exactly coincide with the distance of these rollers, plus the circumference of the fly-wheel from the stem of the boat. It must also be apparent that when the boat stopped in the middle of the stream and in the bight of the rope, the rapid current would have acted with great force upon her broadside, and the rope being confined in the centre of the boat would in that case act as a fulcrum to turn her over, aided by the top weight and probable unsteadiness of her numerous passengers.

Adverting to all the circumstances attending this disaster there can be but little doubt that it might have been prevented had the police arrangements been more efficient, or their duties better defined. It must have been known to the authorities that large numbers of people assembled at the ferry on these sacramental fast days. It would appear that on this occasion two policemen and an inspector were, upon the application of the tacksman, detailed for duty at the ferry. But it was apparent from the evidence that the police were there to see that the tacksman, by whom they were employed, obtained his dues at the wicket leading to the ferry rather than for the preservation of order.

That no special instructions were given by the police authorities on this day may be explained by the fact that hitherto no accident had ever occurred at the ferry. And, as no suspicion of additional risk attached to the new method of working the boat, they stated that they had no reason to anticipate danger.

I may add in conclusion, that since this fatal accident, the wire rope and the machinery for propelling the boat have been withdrawn, and the former and safer mode of working the ferry with oars has been resumed.

And now that the attention of the authorities has been awakened by this sad calamity, they will no doubt see the necessity of issuing on similar occasions more stringent orders for regulating the ferries under their control.

Hy. Harris.

## "ACCIDENTAL STAR."

The "Accidental Star" was a brig rigged ship, built at Sunderland in the county of Durham in 1863, and was owned by Mr. Roger Dent, and others. She was 238 tons register, official number 47,666, and was commanded by Mr. Thomas Aitkenhead, who holds a certificate of competency, No. 34,294, and had a crew of nine hands all told. She was well found, and in good condition.

The "Accidental Star" took in a cargo of salt and 400 bales of cork at Lisbon, and sailed from thence on the 9th of May, bound for Schiedam, having then a freeboard of 3 feet 8 inches.

Nothing of importance occurred till the 13th of May at noon, when a strong breeze and sea from the north-east sprung up and freshened to a gale. Sail was shortened at 6 p.m., the wind shifted to the southward, and the weather threatening the trysail was furled.

At midnight the gale veered to the north-east, sea very high, washing away part of the bulwarks, and ship straining very heavily, and shipping large quantities of water. At this time the jib and fore and main topsails were split.

On Sunday, the 14th of May, the pumps were sounded at 4 o'clock a.m., 7½ inches of water found. At 5 a.m. all hands were called to shorten sail, and reduced sail to lower topsails and foresail. At 7 a.m. worked the pumps, which would not suck, and at 8.20 a.m. found there was 18 inches in the well. The foresail was then taken in, and all hands sent to the pumps, which were worked until midnight, when they became choked and useless.

On Monday it was then blowing stronger, and much water being shipped, the cork deck cargo was thrown overboard.

On Tuesday, the 16th May, the ship settled down in the water with a heavy list to port, the master of the "Accidental Star" communicated with a barque called the "Ocean King," to which signals of distress had been made, and after having asked the advice of her master, who came on board, he and all the crew abandoned the "Accidental Star," which foundered, going down by the head soon after their leaving her.

The Court, having carefully considered the evidence, was of opinion that the foundering of the ship "Accidental Star" was not caused by the default of her master, Mr. Thomas Aitkenhead, and therefore returned him his certificate of competency, numbered 34,294.

G. Cleugh, J.P.
Jos. Green, J.P.
C. S. Broome, R. Wilson, } Nautical Assessors.

## "ADRIATIC," (S.S.), and "HARVEST QUEEN."

The "Adriatic" is an iron screw steamer of 3,887 tons gross, and 2,458 tons registered, and of 600 horse power, nominal, built at Belfast in 1872, and owned by the Oceanic Steam Navigation Company, of Liverpool. She is 437·3 feet long, and with 40·9 feet beam, running extremely fine forward, with a straight stem, and no bowsprit. She was commanded by Mr. John William Jennings, who holds a certificate of competency, originally granted in November 1853, and renewed 15th August 1867. She sailed from Liverpool on the 30th of December last for New York, with a crew of 125 hands all told, and about 100 passengers, and a general cargo. At 1.55 a.m. on the 31st Saltees Light was abeam, distant about three miles. The ship was steering W. ¼ N., and going from 11½ to 12 knots, the wind blowing fresh from S. and W. At 2 a.m. the master, who appears to have been continually on the bridge, went to the chart room to lie down. At 2.34 a.m. Mr. Bence, the first officer, who was in charge of the deck and on the bridge, made out with his glasses a green light, two points on the starboard bow, distant about three or four miles. In about three minutes, when it was from 3 to 3½ points on the same bow, it was shut in, and the red light opened, and at this time the look-out man struck the bell twice, which signified an object on the starboard bow. The chief officer at once ordered the helm hard a-

port, and almost immediately afterwards he saw the red and green lights for a few seconds, and then green alone, upon which he ordered the engines to be stopped and reversed full speed, and also had the captain called, the stranger at that time being about one mile off, and a point on the starboard bow. The captain came out at once, and seeing the green light the moment he reached the deck he ordered the helm to be put hard a-starboard, and hurrying on to the bridge asked the first officer what he was doing with the engines, and was told that he was reversing full speed. The green light just then changed to red, and the captain finding that the ship was going astern, kept the helm a-starboard. The stranger rapidly approached, and in a few minutes collided with the "Adriatic," her port jib guys fouling the steamer's port anchor stock, which was carried away, as well as the jibboom of the stranger, which was then seen to be a full rigged ship. As the steamer went astern the ships cleared each other, and the green light of the stranger was very soon seen on the steamer's starboard bow. It was shortly afterwards discovered that a portion of her jib, viz., the clew, and parts of the leech rope, and foot rope, together with the jib pendants and two blocks, were left on the forecastle deck of the steamer. In addition to the loss of the anchor stock, some of the iron rails on the forecastle deck of the steamer were bent, and two stanchions on the port side, and one on the starboard side were broken off, and the paint about the stem and bows was scratched. Beyond this the steamer sustained no damage. The boats were at once ordered out, but the master of the steamer, finding the sailing ship gradually increasing her distance, countermanded the order, and went slowly ahead in the direction of her green light. But hearing some cries, as if from people in distress in the water, he at once gave orders for the boats to be manned and lowered, and stopped the engines for the purpose. No. 7 boat was at once lowered, and the second officer and four men went away in her in the direction whence the voices had been heard; No. 8 boat, in charge of the fourth officer, with the boatswain, and four men, followed the other boat, the steamer burning a green light as the boats left her. They cruised about for three-quarters of an hour, but failed to find anyone in the water, or hear any further cries, and returned to the steamer, a recall signal having been made. No. 7 boat, while pulling about, struck upon something hard floating upon the water, which they took to be a part of the jibboom, and No. 8 boat picked up a piece of gasket. At 4.30 a.m. the "Adriatic" went on her course, the master previously consulting with his chief officer, and Captain Whitehurst, an experienced American captain, who was a passenger on board the "Adriatic," as to the propriety of doing so, and believing that he had done everything in his power to render assistance to the vessel which had collided with them, and which the master said in his statement, read to the Court, he fully believed had sailed away up channel, not having received any fatal injury from the "Adriatic." Evidence was given in Court which went far to identify a portion of the jib found on board the "Adriatic" as having been made for the "Harvest Queen" by Mr. John Murray Gladstone, of Liverpool, and delivered on board there in July 1874, and some evidence of identity was also given as to the blocks by Captain Mackay, a former chief officer of the same vessel. Subsequently, some pieces of wreck, including a part of a name board, with the letters E.E.N., were found on Carnsore beach, near the scene of the disaster, and identified as belonging to her.

The Court endeavoured to give to the evidence which was brought before it in the course of the protracted inquiry the grave consideration which its very great importance demanded. As affecting the conduct of the master of the "Adriatic," with which alone the Court of Inquiry had to deal, two points seem to call for decision. First, was the master of the "Adriatic" to blame in regard to the collision which took place on the 31st December last, and secondly, did he, after the collision, do all that was required of him to save life, and to render assistance to the vessel with which he had collided. And first, as to the collision. The Court was satisfied upon the evidence that between 2.30 and 3 a.m. on the morning of the day in question the S.S. "Adriatic" and a full rigged sailing ship came into collision off the coast of Wexford, and the Court had no doubt that she was, as alleged, the "Harvest Queen," which had left Queenstown on the previous evening, bound for Liverpool, and which there was every reason to believe had been lost. The Court was of opinion that the master of the "Adriatic" was not in default as regards the collision itself. The chief officer, Mr. Bence, who was in charge of the steamer when the stranger's green light was first seen by him on his starboard bow, took the usual and right course of porting his helm, when the green light changed to red, and he also acted rightly when, on the green light showing again, he stopped and reversed the engines full speed. The master hurrying on deck when called, seeing the stranger's green light, which had then again come into view, ordered the helm hard a-starboard. There would have been no question as to the propriety of this order had the vessel been going ahead, but the master appeared to have been under a misapprehension as to the way in which the steamer was going through the water at that moment. Having, however, lost her way, she never answered her starboard helm, her bow still continuing to fall off to starboard, and, in the opinion of the Court, this order could not in any way have contributed to the collision. And when the master reached the bridge, and found that the steamer was going astern, and the ship's red light again showed he was right in keeping the helm unchanged. The Court, therefore, acquitted the master of the "Adriatic" of all blame in respect of the collision. There remained for consideration the very serious charge that he did not render such assistance as he should have done to the vessel with which he had collided. In regard to this matter the Court considered that the master rightly and promptly lost no time after the collision in ordering the boats to be cleared away; and as to his countermanding that order, the Court considered that when he found the "Harvest Queen" increasing her distance from the steamer he acted with better judgment in following her with the steamer than he would have shown had he at that juncture lowered the boats into the water for the purpose of looking after her. But when cries for help were heard in the water, the master at once stopped his ship, and lowered the boats with as much despatch as was possible, and ordered them to go to the spot whence the cries had proceeded, and also to search in the direction of the ship, whose green light was then visible. After looking about for three-quarters of an hour without finding anyone in the water, or hearing any further cries, the boats returned to the steamer, on a signal being shown to recall them. The Court could not say that the master was wrong in recalling the boats. He probably believed, and he had good grounds for the belief, that the cries heard came from a man or men who had either fallen or been knocked overboard at the time of the collision, as when the cries were heard the green light of the ship was still visible at a considerable distance, and with the heavy sea running at the time the master might well conclude that further search for the unfortunate men in the water would be in vain. It was strongly urged upon the Court that the "Adriatic" should have remained on the scene of the disaster at any rate till daylight, and this point has received the most anxious and careful consideration. The Court could not lose sight of the fact that the master of the steamer had under his charge over 200 souls. He was on a lee shore, in the neighbourhood of dangerous rocks and shoals. The wind was increasing, the weather was getting thicker, and the Hook Light was becoming indistinct, and the Court was of opinion, that to keep his ship on the spot would have been attended with considerable risk. The only safe course open to him would have been to have put her head to the southward, and kept his ship under command by steaming ahead slowly till daylight, when he could have returned to the scene of the collision. But believing as he did that the hulls of the two vessels had never been in collision, and that no fatal injury had been received by the "Harvest Queen" from the "Adriatic," and that she had sailed away up channel, a belief which the Court, after a very mature consideration of the evidence, could not say was altogether unwarranted, the Court could not condemn the master for proceeding as he did on his course, after consulting with his chief officer and according to the statement of the master, after having had the advantage of the opinion of Captain Whitehurst, an experienced master in the American Merchant Service. The Court returned to the master his certificate. The Court could not close its judgment on this case without expressing regret that the entry as to the collision in the official log was not more candid and explicit in its relation of the circumstances, and the Court had also to regret a want of frankness, amounting to reticence, in the evidence, especially of the first and third officers of the "Adriatic," which was calculated to prejudice the Court, and certainly not to serve the master. The Court also thought that the master would have done well to have informed the British Consul, immediately on his arrival at New York, of the circumstances of the collision, and to have delayed the painting of the ship's bows until ample opportunity had been given for inspection.

T. S. Raffles,
Stipendiary Magistrate.

R. Ashmore Powell,
Thos. Beasley,
} Nautical Assessors.

## "AGAMEMNON."

The "Agamemnon" was a barque of 1,047 tons, built of wood, at Quebec, in the year 1845. The official number was 32,836, and she was owned by James Cornfoot, of the county of Fife, and others. On the 21st of July 1875 the "Agamemnon" sailed from Port Glasgow with 800 tons of coal for Quebec, having a crew of 19 hands, including the master, Thomas Martin, who holds a certificate of competency, No. 82,061. On the 6th of September she arrived at Quebec, and on the 29th she sailed from that port with a cargo of timber, planks, and oak staves, bound for Glasgow. A tier of logs of timber, about 27 inches square, was stowed on deck, and blocked off with deals and staves. There were also planks amidships lashed over the logs, the deck load coming up to within about 20 inches of the rail. On the same day, the 29th September, she anchored in Indian Cove, and whilst there came into collision with another vessel, from which she received some damage, and on the 1st of October she returned to Quebec, where she was thoroughly repaired. On the 13th of October she sailed again for Greenock, and appears to have had a fair voyage until the 20th of that month, when she had a strong gale from the north-west, which appears to have caused her to leak, and some of the staves and planks were washed overboard. On the 24th the wind moderated, and the ship was pumped out dry. On the 26th they again encountered bad weather from the north-east, and on the morning of the 27th, about 1 o'clock, a heavy squall blew away the foresail and fore and main topsails, and the ship was then hove to under close-reefed main topsail, the ship making a great deal of water, and listing over to starboard. Shortly after the deck load on starboard side broke adrift, and carried away stanchions and bulwarks, the lifeboat and long boat being also stove. Finding that the ship was settling down on her beam ends, they endeavoured to cut away the fore and main topmast. The main topmast carried away, and the ship partially righted, but her hatches had burst off, the upper deck was stove in, and the ship completely water-logged.

Nearly all the provisions appear to have been destroyed, and the water rendered useless. Signals of distress were then hoisted. At 9 a.m. on the 28th of October they sighted the United States ship "Home," of Yarmouth, and the weather having moderated, the jolly boat pulled to her, and she bore down to the ship, taking the crew off. Previous to leaving the ship the master set fire to the poop cabin, which appears to have burned as long as the ship was seen.

The crew were eventually landed at Liverpool. The ship appears to have been valued about 4,000*l*., and was not insured.

The Court, after a careful consideration of the evidence, find that owing to stress of weather, the "Agamemnon" sprung a dangerous leak, which the crew were unable to keep under, and she became water-logged. The deck load of logs of timber doubtless contributed to that disaster. The Court consider that the captain was not in default, and that he was justified in abandoning the ship, and do therefore return him his certificate.

PATRICK SWAN, J.P.
JOHN T. STOCKS, J.P.
R. ASHMORE POWELL, GEO. BURNETT, } Nautical Assessors.

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## "ALDERNEY," (S.S.)

The "Alderney" is an iron screw steamer, of 612 tons gross and 395 tons net. She was built in Newcastle in 1875, and was owned by the London and South-Western Railway Company, and was usually employed in carrying goods, &c. between Southampton and Honfleur.

She was fitted with two compound inverted direct acting surface condensing engines of 90 nominal horse-power collectively, with cylinders of 25½ and 42 inches diameter respectively, having a stroke of 27 inches and a cylindrical multitubular boiler of the ordinary type loaded to a pressure of 56½ lbs. on the square inch.

She left Southampton on her usual voyage to Honfleur on the 21st of March last at about 7 p.m., everything at the time being supposed to be in good order, but when off Ryde she came to an anchor through stress of weather and the fires in the boiler were allowed to burn down and were then banked. On the morning of the 22nd, between six and seven, the fires were drawn forward and steam got up, after which she proceeded on her voyage, when at about 8.30 a.m., one of the firemen whilst firing, discovered a bulge in the port furnace, or in other words it had collapsed and it was very shortly afterwards found that the two other furnaces were in the same state. The fires were immediately drawn and the steam blown off, &c., and she was then towed back to Southampton. Upon examination it was found that the tops of the furnaces were covered with a considerable amount of scale varying from $\frac{3}{16}$ to $\frac{7}{8}$ of an inch in thickness, adhering firmly to the damaged portion of the plates, and thickest where the bulges had occurred; the plates themselves showed no signs of flaws or deterioration except at a rivet hole in the centre furnace which had previously been covered by a patch.

A great amount of deposit was also found in the bottom of the boiler, which upon experiment proved to consist of one half soluble matter, and that the water remaining in the boiler contained more than one third of its weight in solid matter.

The Court has heard evidence bearing upon the working of and management of the boilers, both before and at the time of the accident, as well as a complete report made by the Board of Trade Surveyors, Messrs. Samson and Henri, on the completion of their investigation.

*Judgment of the Court.*

After a careful consideration of the evidence and the circumstances bearing upon the case, the Court is of opinion that the immediate cause of the damage to the furnace crowns arose from the large amount of deposit, which from its appearance had formed very rapidly upon them, and attribute this to the gross negligence of the chief engineer, in not frequently using the appliances he had at his disposal for testing the density of the water in the boiler, in which case he could have taken measures that would have prevented the accumulation of such a deposit and we therefore suspend his second-class certificate of competency, No. 11,328, for 12 months, and we further censure the second engineer for similar neglect when in charge of the engine-room.

ANDW. LAMB, J.P.
ALFD. PEGLER, J.P.
J. MACKINLAY, Mem. Inst. C.E., JAS. HOSKEN, } Assessors.

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## "ALIWAL."

The "Aliwal" is a wooden brig, official number 14,833, of 190–50 tons register, built at Prince Edward Island in 1846, and is owned by Thomas Burley, and others, of Saint Peter's, Guernsey. She is commanded by Mr. Samuel Pulsford, who has commanded her for five months previous, but he holds no certificate. This vessel left Guernsey on the 25th day of October last (and it is stated in evidence that she was in good condition) with a crew of eight hands all told, and a cargo of 320 tons of granite, bound for London; her draught of water is said to be forward 13 feet 6 inches, and aft 15 feet 3 inches, the depth of hold, as per register, being only $14\frac{3}{10}$.

It appears that whilst lying in Guernsey, after having completed her loading, she did not make more water than is usual in a ship of her age and build. Nothing of importance occurred until 6 p.m. of the 26th October. At that time Beachy Head bore E.N.E., distant about 12 miles; the wind then shifted from S.S.E. to S.E., blowing hard with a heavy sea. It was then discovered that the ship was making 15 inches of water per hour. The master, owing to the state of the weather, determined to run into port for shelter, but it being thick with heavy rain, he could not make the east end of the Isle of Wight, and bore up for the Needles, but the ebb tide setting out, prevented them getting through that channel; the weather still being very bad, and the ship labouring and straining heavily, he determined to run for Portland Roads.

At 5 p.m. on the 27th October last they arrived off St. Alban's Head; the wind at this time died away to a calm, leaving a very heavy sea. At 10 p.m. the breeze freshened; and at 1 a.m. of the 28th October the Breakwater Light was sighted, the ship making as much water as ever. The wind having shifted from the northward, they were unable to get inside the breakwater; they then anchored in 16 fathoms water and veered to 75 fathoms, Shambles Light bearing S.E., distant about one mile and a quarter; the sails were then furled and the vessel pumped out. At 8 a.m. of the 28th a Portland pilot cutter No. 7 came out and offered assistance, which was accepted, and four hands sent on board; the vessel was pumped as required during the day, and in the evening, when the tide suited, she was taken inside of the breakwater and anchored in safety, where she remained until the 31st; the vessel was then

taken into Weymouth Harbour where she has discharged her cargo.

The Court having carefully considered the nature of this case, is of opinion that the "Aliwal" before leaving Guernsey appears to have had some repairs, and was fairly tight before sailing for her intended voyage, but on meeting with heavy weather she rolled and strained her top sides which caused her to make large quantities of water, and that the cause of the excessive straining is to be attributed to the nature and great weight of the cargo she had on board, which the Court considers was too great for a vessel of her description and age at this season of the year. And it further appears that several parts of the ship have been found defective or unsound, and the Court is of opinion that the owner should have discovered these defects before shipping such a cargo.

The Court finds that the master, Mr. Samuel Pulsford, appears to have done all he could under the circumstances, and this casualty is not to be attributed to him.

G. B. Welsford, Mayor.
Benjn. Hopkins, J.P.
John S. Castle, Ed. White, } Nautical Assessors.

## "AMELIA," (S.S.)

The "Amelia," official No. 73,798, is an iron screw steamer, of 379 $\frac{67}{100}$ net tons register, propelled by two direct-acting compound engines of 99 horse power, built at Port Glasgow, in the county of Renfrew, in 1875, and is owned by Hermann Leo Seligmann, of Glasgow. Upon the voyage in question, from Glasgow to Dunkirk, she was commanded by Frederick Campbell, who holds a certificate of competency as master, No. 94,120, dated 1870. She had a crew of 18 men all told, and was in good condition and well found. Her cargo was a general one, and she was drawing 12 feet 6 inches forward, and 15 feet aft. She left Glasgow about 5 p.m. upon the 20th January 1876, the tide then being half flood, in charge of James Hendry, who is a licensed river pilot, and with the chief officer on the look-out on the topgallant forecastle, the second officer and an A.B. being at the wheel. Nothing particular occurred during the voyage down the river until the vessel approached Garvel Point, where, as usual, the engines were slowed. At this time the captain went below for a few minutes and returned to the bridge, when the vessel was about abreast the point, and handed to the pilot his certificate of pilotage, and the two thereafter remained on the bridge in charge of the vessel, the pilot taking the port side, and the captain the middle of the bridge. At this time the weather was fine, and the shore lights were quite visible, a slight haze coming off the town. On rounding Garvel Point the helm was put to starboard to take her into Cartsdyke Bay. The vessel answered her helm satisfactorily, and when in the usual channel the word steady was given. The vessel continued on, on her steady helm, and in a minute or two thereafter the master considered that the vessel was too close inshore, and said so to the pilot, who did not answer, but gave the order "to port," and the steamer answered her port helm satisfactorily. A few minutes thereafter the look-out shouted out "hard a-port," and the captain replied "all right, hard a-port," and the pilot immediately echoed "hard a-port," and as the vessel did not answer as quickly as they expected, the pilot said to the master "give it her," which was explained to mean "give her more speed," and this order was given by the master by the telegraph. Immediately thereafter, and before she had time to answer her helm sufficiently, she came into contact with the north-east corner of the pier outside the East India Harbour of Greenock. She struck this with the bluff of her port bow, and she was ripped along her plates for about 15 feet, a portion of the woodwork of the wharf running right into the bow, and through the forecastle. The donkey-engineman, Henry McDonald, who was in the forecastle, was killed on the spot, and Schultz, the carpenter, was seriously injured. Immediately after the collision taking place the master ordered the engines to be stopped, and the pumps sounded, and finding she was making no water, the vessel was soon thereafter hauled alongside the west quay. The Justices having considered the evidence adduced, and consulted with the Nautical Assessors, find as follows; videlicet, first, that the steamship "Amelia" was in every respect seaworthy when she left Glasgow, upon 20th January 1876. Second, that after leaving the compulsory pilotage waters, and more especially between Garvel Point and the scene of the accident, the vessel appears to have been under the joint charge of the captain and pilot. Third, that the captain and pilot navigated the steamer to the best of their judgment after rounding Garvel Point, but think they erred in keeping too close in to the south shore. Fourth, that the vessel's helm at a critical moment immediately before the accident did not act as if it had been put hard a-port, and if the order "full speed" was acted upon before the helm was put "hard a-port" (of which we have no proof), the difficulty of doing so would be very great. The Court therefore admonish Captain Campbell, and in view of the whole circumstances return him his certificate.

Jas. J. Grieve, J.P.
William Ross, J.P.
Geo. Burnett, Ed. White, } Nautical Assessors.

## "ANN."

The "Ann" was a wooden schooner, official number 24,670, of 73.21 tons register, built at Covehead, Prince Edward's Island, in 1847, owned by Thomas Jones, of Penrhyndendraeth, master mariner, and was commanded by Peter Jones, who holds no certificate.

This vessel sailed from Portmadoc in the early part of October 1875, with a crew of four hands all told, and a cargo of 128 tons of slates, bound for Cardiff, her draught of water being, forward 8 feet 6 inches, and aft 10 feet 9 inches. After leaving port she experienced strong winds, and split several of her sails, and it is stated that the vessel made a large quantity of water. On the following morning she returned to Portmadoc to wait for more favourable weather, also to repair damage to sails. It appears also that the mate endeavoured to stop some leaks which he had discovered on the starboard side below the fore-channel plates, but no shipwright was employed for that purpose; and on the 29th of October, the weather having become more favourable, the vessel again sailed on her intended voyage, and at 6 p.m. the ship was off Cardigan Point, steering West, with the wind from S.E. At 9 p.m. the breeze freshened, and sail was reduced. At 10 p.m. the Bishop's Light was sighted, and at 11 p.m. they wore ship to the E.N.E. At that time it was blowing hard, with a heavy sea, the vessel shipping a great deal of water, which stove the boat, rendering her useless. The crew were then sent to the pumps, and it was found that she was making a great deal of water, but not more than they could keep under, as the pump occasionally sucked; but towards morning it is stated that the leak increased, and the water gained upon them. At 10 a.m. the water was making over the keelson. At this time a strange sail hove in eight, signals of distress were made, and the stranger, which proved to be the "E. A. Charnley," of Barrow, ran down to their assistance, and, at the request of the master of the "Ann," remained by her for about an hour; he then sent his boat to the "Ann," and took off her crew, at that time there being from two to three feet of water in her hold. After getting on board the "E. A. Charnley" they remained near the "Ann" for about one and a half hours, she then looked very deep, but had not foundered. They then proceeded to Holyhead, where they landed the crew of the "Ann."

It is stated in evidence that this vessel received extensive repairs in or about 1871, when she had new ceilings, and in 1873 she received new decks. She was also surveyed by the surveyor of the Portmadoc Mutual Ship Insurance Society on the 28th of April last, she was then caulked throughout, and reported in good condition.

The Court having carefully reviewed the evidence in this case, find, upon taking into consideration the age and build of the schooner "Ann," and also the season of the year when she sailed, that she had too heavy a cargo on board, and that she was not in a seaworthy condition.

They further find that the master, Mr. Peter Jones, was justified in abandoning his vessel at the time he did, owing to the state of the weather, and to his boat having been rendered useless, but they find him in default, inasmuch as he did not employ a competent person to examine and caulk his vessel on her return to Portmadoc, when he knew her to be in a leaky condition, instead of trusting to his mate to perform those duties, and for such default, had he held a certificate, they would have suspended it, but as he holds no certificate, they order that he pay 5*l.* towards the costs of this inquiry.

Owen Griffith, J.P.
E. W. Mathew, J.P.
John S. Castle, Nautical Assessor.

## "ANN MILLS."

The "Ann Mills" was a wooden vessel, barque rigged, official number 44,493, of 318·93 tons register, built at Sunderland, in the county of Durham, in 1862, owned by Thomas Anderson Smith, shipowner, of Blyth, in the county of Northumberland. This vessel left Acre on the 25th of July 1875, bound to Falmouth for orders, with a cargo of 540 tons of grain, consisting of wheat and dari. She was drawing 15 feet 4 or so, even keel, was commanded by Mr. Thomas Anderson Smith, who held a certificate of competency (lost in the vessel), and had a crew of 11 hands all told. From the evidence of the master, the only survivor, it appears that the dari was stowed at the bottom of the vessel, and the wheat over it, the whole cargo being in bulk. It is also stated that double shifting boards were lashed to the stanchions, and shored up from the side, but they only extended down four feet eight inches from the upper deck. The vessel appears to have experienced fine weather down the Mediterranean Sea, and on arrival off Gibraltar the hatches were taken off in order that the cargo might be examined, which was done, and it was found to be all right, the grain not having settled more than an inch. Nothing of importance occurred until October the 8th, the ship being then in the Bay of Biscay, when the breeze gradually freshened to a gale, and on the 9th the ship was under two lower topsails only. Up to this time she had been perfectly tight, the pumps being tried regularly every watch, but very little water was to be got out of her. The ship now began to strain, and to make a little more water, which continued until 4 a.m. of the 12th. The ship was then heading N.E., wind at N.N.W. They then shipped a heavy sea over the port bow, which carried away a portion of the bulwarks, stove the longboat, and sent it and the jolly boat to leeward, washed the galley and coppers overboard, and shifted the cargo to starboard. The ship was at once wore round on the opposite tack, and it was then found she was making water. The hands were then set to the pumps, and they were kept constantly going, but they were unable to get them to suck. During the day the wind hauled to the westward, and the master put her before the wind, in hopes of running into a port in the Bay of Biscay. About midnight the grain began to come up the pumps, after which they were constantly choked, and at 5 a.m. of the 13th they were unable to run the ship any longer, as she would not answer her helm, and the starboard side of the deck was under water. She was then hove-to under a reefed mizen staysail. At 8 a.m. the starboard pump became choked altogether, and useless; the port pump was worked up till noon, when that also became choked. At this time there were 3 feet 8 inches water in the hold. At 2.30 a strange sail was observed to leeward, upon which the master made sail, and ran down to her for assistance, and passed close under her stern, and hove-to on her lee bow. The vessel, which proved to be the French brig "Pierre," forged ahead and struck the "Ann Mills" just abaft the main rigging, when the master told his men to jump for their lives; several of them got on to the Frenchman's jibboom, when the spar carried away, and the men got on their own vessel again. The vessels were then clearing, and the master made a jump, and succeeded in reaching the forecastle of the "Pierre," the rest of the crew being unable to follow. Subsequent attempts were made to get near the vessel, but owing to the heavy sea and wind they were unable to do so, and it appears an attempt was made to launch the boat of the "Ann Mills," but she capsized. An attempt was also made to get the Frenchman's boat out, but it is stated that the crew refused to man her, as no boat could live in such a sea. About 11.30 p.m. the lights of the "Ann Mills" suddenly disappeared, and it is supposed that all of those on board went down in her.

The Court having carefully considered the evidence produced before it, as detailed in the annexed report, was of opinion that the "Ann Mills" was lost from stress of weather, causing the shifting of the cargo (which was grain stowed in bulk), and the subsequent choking of the pumps. The Court considered that sufficient precaution was not taken to divide the cargo by a greater depth of shifting boards, or by carrying a proportion of the grain in bags.

WILLIAM AUBONE POTTER, Mayor.
JOSEPH SPENCE, J.P.
B. G. W. NICOLAS, JOHN S. CASTLE, } Nautical Assessors.

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## "ANNE CATHERINE"

The "Anne Catherine," official number 2,716, was a brig, built in Cardiganshire in 1859. She was owned by Samuel Morris and others, and was registered at Aberystwith as of 210 tons. This vessel being laden with a cargo of cotton sailed from Parahiba, Brazil, on the 21st January 1876. Nothing of importance occurred until 8 p.m. of the 27th of February when the Old Head of Kinsale was seen on the port beam, distant about four miles. At this time the wind W.S.W., moderate and hazy. Vessel under main royal, the patent log was set and course steered east half south. On the 28th at 6 a.m. the course was altered to east and at 10 a.m. they saw a large nun buoy, but what was the colour of the buoy, or to what it belonged, they were unable to tell. This course was continued until noon when it was altered to N.E. by E. ¾ E. At 4 p.m., the weather being thick and foggy, rounded to and sounded in 45 feet, shells and stones. At 8 p.m. altered course to E.N.E., the wind being S.W. by S. At 10.30 p.m., the weather being very thick and foggy and no land or light having been seen since Kinsale, sail was shortened from main royal to the two lower topsails and foretopmast staysail; this being done the vessel proceeded on her E.N.E. course at a speed of 6½ knots per hour. At midnight rounded to and sounded in 33 feet, shells and stones; then again proceeded on through the fog at the same speed and course. At about 2.30 a.m. on the 29th (there being no look-out on the bow), the master saw the land right ahead. The vessel was thereupon hauled to the wind, but seeing she could not weather the land, the master ordered the anchor to be let go; while so doing the vessel struck, some 12 feet of cable were veered, and the tide falling the vessel became fast, and at low water was nearly dry. At daylight the vessel was found to be on shore at Aberffraw Bay, on the coast of Anglesey. The captain went on shore for assistance and ordered a tug from Holyhead. A stream anchor and warp were also laid out at high water, the vessel floated, but the tug from Holyhead having broken down an attempt was made to get her out of the bay under sail. While so doing the wind shifted and the vessel again took the ground; the wind increased and a swell got up and the vessel bilged; during the evening a tug came from Holyhead, but too late to be of any assistance as the vessel was so much damaged that she became a total wreck. The crew all landed in safety.

And we, the said Justices, further state to your Honourable Board our opinions on the matter aforesaid to be as follows:

That the "Anne Catherine" was stranded through proceeding at too high a rate of speed in very thick and foggy weather and without there being a sufficient look-out. We therefore find Daniel Rees, the master, in default, but taking into consideration the otherwise great attention paid by him we only adjudge that his certificate of competency, No. 16,964, be suspended for three months.

RT. GEO. HUGHES, J.P.
T. L. HAMPTON LEWIS, J.P.
GEO. H. FORSTER, R. WILSON, } Nautical Assessors.

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## "ANT."

The "Ant" was a small fore and aft coasting schooner, built of wood at Preston in the year 1828, and registered at Barrow-in-Furness, of 30 tons burthen. She left Barrow-in-Furness on the 3rd day of December instant at 3 p.m., bound for Liverpool, with a cargo of iron ore of 53 tons 18 cwt., under the command of Michael Kinsella, who was also the sole owner; he had no certificate. She had only one other hand on board, John Billman, the mate; her draught of water being 5 feet 6 inches. She proceeded on her voyage, and after a good passage duly arrived at the N.W. Lightship at the entrance of the Mersey about 10 p.m., when she hove to for an hour and a half for water to cross the bar, the wind being from the north, but a high sea is said to have been running. At 20 minutes past 2 a.m. on the morning of the 4th, she passed the Formby Lightship at slack water, having carried away the jaws of the gaff of the foresail, thus rendering that sail useless. The ebb tide had commenced, and the vessel heading to the E.S.E., soundings were had in 5 fathoms; the wind had become light. The next cast taken soon after gave 2 fathoms, which depth continued for 20 minutes. At about 3 a.m. she took the ground on the Burbo Bank. The sea running high, the master and mate lashed themselves in the rigging; the ship became dry on the bank, and broke her back at about 4.30. At daylight a signal was made, and a fishing smack

came down and took them off; they remained by her until past high water, when she became a wreck; they were finally landed at New Brighton. No lives were lost. She was subsequently got off the bank and broken up. The vessel was not insured.

The Court is of opinion, having only the evidence of the master (an interested party) and the mate to guide it in giving its judgment, that, under the circumstances, the master did not display the judgment and seamanship he ought to have done, by not bringing the vessel to an anchor after passing the Formby Lightship when the ebb tide made, and thus letting her drift into shoal water, which resulted in her total loss.

JOHN FELL, J.P.
JOHN W. SUNDERLAND, J.P.
EDWARD HIGHT, Nautical Assessor.

## "APHRODITE."

The "Aphrodite" left Granton on the 11th December 1875, with a cargo of coals, consisting of 480 tons. That she proceeded on her voyage towards London until the 17th, when she anchored near Orfordness, to wait the flood tide; that she got under weigh at 9 p.m. on same date, the weather being fine and clear, with a light breeze from S. to S. by W. That the vessel stood off on the starboard tack, intending to proceed by the Sunk Channel, until 12 o'clock midnight, shortly after which she was put about, and stood towards the Sunk Light. At one a.m. the weather became thick, when they took in the light sails, the lead being kept going all the time. That about 3 o'clock a.m. and within five minutes of the last cast of the lead being taken, the vessel struck on the Shipwash Sands. The crew, at first by themselves, afterwards assisted by the smack "Violet," of Woodbridge, endeavoured to get the vesse. afloat by discharging cargo, and running out two anchors, but were unsuccessful, and on the morning of the 19th they abandoned her, the wind at the time blowing a fresh breeze, with every appearance of a gale, the sea at the same time breaking over the vessel.

The Court are of opinion that when the "Aphrodite" left Granton she was well found and manned, and appeared to be fit for the intended voyage.

That the master, mate, and crew appear to have navigated the vessel carefully. That the lead was kept going; that after she was put about at 12 o'clock, according to the position of the vessel, ascertained by the bearing of the lights, and the course steered, she ought to have gone clear of the Shipwash Sand.

That the vessel appears to have been lost in consequence of the strong tide setting her down to the westward, towards the bank.

That they consider that the master, under the circumstances, acted to the best of his judgment, and they therefore return him his certificate.

YOUNG PENTLAND, J.P.
THOMAS WILKIE, J.P.
GEO. BURNETT, G. TREFUSIS HOLT, } Nautical Assessors.

## "AQUILA," (S.S.), and "GROWLER."

The "Aquila" was an iron screw steamer, official number 6,557, built at Sunderland, in the county of Durham, by James Laing, Esquire, in 1871; she was rigged as a two-masted schooner, and fitted with two surface-condensing engines of 98 horse power combined; gross tonnage 1,033·84, registered ditto 654·9; she was owned by H. C. Mackenzie, Esquire, shipowner, of 117 Leadenhall Street, London, and others, and was commanded by Thomas Farquhar, who holds a master's certificate of competency, No. 94,249, and had a crew of 18 hands all told.

The "Growler" is a wooden vessel; official number 65,286, built at Burton Stather, in the county of Lincoln, by John Wray and Son, in 1872; she is ketch-rigged, registered tonnage 68·40 tons, owned by James Fellowes, smack owner, of the town or borough of Kingston-upon-Hull, and is commanded by August Neilson, who holds no certificate, and carried a crew of five hands all told.

The "Aquila" left Sunderland at noon on the 11th September 1875, with a cargo of 1,250 tons of gas coal, bound for London; the wind was easterly with fine weather, which continued until the following morning, when about 3 a.m. the vessel was about half-way between the Spurn and Dudgeon Lights, the course steered being S. by E. ½ E., and the wind about east, ship under full steam, and all fore and aft sail set; a green light was observed about two points on the port bow, distant about one mile. It was stated in evidence that the helm of the "Aquila" was immediately starboarded so as to show their green light to the approaching vessel; this course was continued until the green light of the stranger was close under their starboard bow, when they suddenly saw the red light; the helm of the "Aquila" was immediately put hard to starboard, engines stopped and reversed; but before the way of the vessel was stopped, a smack ran into her, striking her before the fore-rigging; the smack rebounded from the force of the collision, and dropped clear astern; it was then discovered that the "Aquila" had received serious damage, and that the water was rushing rapidly into the fore-compartment. One of the boats was lowered, and the first mate sent into her in order to ascertain the amount of damage the vessel had received, and upon examining her it was found she had been cut down from the covering board to some distance below the water-line, the upper part of the hole being about four feet wide, decreasing in width lower down. Steps were at once taken to endeavour to stop the leak; first, a spare jib which was lying on the fore-hatch was put over; this was speedily drawn into the hole. After this a spare topsail was got up from below and put over the bows; the ship's head was then turned for the land, and engines moved ahead with the intention of endeavouring to get the ship into the nearest port, but the sail not being sufficiently secured was washed abaft the breach in the vessel as soon as she got way upon her. Finding that the vessel was rapidly filling, and as there appeared to be no hopes of saving her, the master gave instructions for all boats to be got in readiness, and in about an hour from the time of the collision the vessel was abandoned; the crew, however, remaining near until about 4.40 a.m., when she went down head first, the crew being picked up by the S.S. "Northumbrian."

On the part of the "Growler," the evidence showed that at midnight of the 11th September she was about 10 or 12 miles from the Outer Dowsing Light; their nets were then taken on board, and a course N.W. by W. shaped for the Spurn Light; after sail was made on the vessel, all hands, with the exception of the mate, went below, it being alleged that this was the custom on board vessels of that description.

The mate states in his evidence that they were on the starboard tack, wind about N.E., speed of their vessel being from three to four knots, when he observed the mast-head and green lights of a steamer, about a mile distant on his port bow; the smack continued on her course, and when they were close together the steamer suddenly shifted her helm, and ran across the smack's bows, carrying away the bowsprit of the latter, and dragging her stem from port to starboard, and starting several bolts and plank ends. The steamer was lost sight of shortly after, and the smack made the best of her way to Hull, where she arrived the same evening.

*Judgment.*

The Court, having carefully considered the evidence in this case, is of opinion that the foundering of the steamship "Aquila" was caused by a collision with the smack "Growler;" the evidence adduced has been very conflicting, but having due regard to the regulations for preventing collisions at sea, the Court find that Mr. Thomas Farquhar, late master of the "Aquila," was in default, but taking into consideration the high testimonials produced in his favour, and the exertions made by him to save the ship after the collision, admonish him to be more careful in future, and return him his certificate

A. G. MCKENZIE, J.P.
T. T. PYLE, J.P.
JNO. S. CASTLE, JAS. F. PROWSE, } Nautical Assessors.

## "ARBITRATOR."

The "Arbitrator" was a wooden vessel, barque rigged, of 587·8 tons register, official number 41,617, built at Quebec, in the province of Canada, in 1858, and was owned by Thomas McVeagh, of Belfast, in the county of Antrim,

shipowner, and others. She was commanded by Mr. John Hannay, who holds a certificate of competency, No. 8,622, dated in June 1853. She left Quebec in good condition on the morning of the 30th September last bound for Belfast, with a crew of 14 hands all told, and a cargo of timber, a portion of which (about 60 logs varying in size) was stowed on deck, her draught of water being about 18 feet. The vessel was towed to Indian Cove, where she was anchored, and on the following day they again proceeded on their voyage, under sail; fine weather was experienced at first, and nothing of importance occurred before the 10th of October. At noon of that date there was a fresh breeze from the south-west, which rapidly increased to a heavy gale. At midnight the wind had shifted from south-west to south-east, blowing a furious gale with a heavy cross sea, causing the ship to roll heavily. At this time she was hove to under a close-reefed maintopsail on the starboard tack. At about 3 o'clock a.m. the vessel was lying over on her beam ends, and shipping large quantities of water to leeward. At the same time the logs on the leeside broke adrift, in consequence of which the stanchions and bulwarks were carried away, covering board split, and deck stove, causing large quantities of water to find its way into the hold. It was also found that the sternpost was started, the after part of the deck-house stove in, and nearly the whole of the ship's provisions washed overboard or destroyed; the pumps were also broken and rendered useless by the floating logs, and one of the boats washed off the deck-house. An unsuccessful attempt was made to wear the vessel round on the port tack, so as to bring her head to the swell, but the ship had become unmanageable, and would not pay off. At 5 o'clock a.m. the gale had moderated, the vessel had then nine feet water in the hold, sail was made, and it is stated that the master shaped a course for St. John's, the wind being fair for that port, in order to procure assistance. This course was continued until 6 o'clock p.m., when it appears the wind again shifted and the crew then went aft to the master and requested him to run for the nearest land, at the same time refusing to work unless he complied with their request, the ship at this time being nearly water-logged. The master then decided to steer for St. Pierre, and on the following morning at 10 o'clock, the weather being moderate with a thick fog, the fog-horn from the lighthouse on Gallantry Point was heard, and shortly after the fog lifted when the land was seen, bearing north-west, distance about three miles. A French pilot boarded the vessel and informed the master that there was not sufficient water over the bar (there being only 14 feet at high water) to admit of his going into the harbour, as she was then drawing about 20 feet. The master then decided to take the assistance of the pilot, and to run the ship on shore in a small cove to the westward of the harbour for the purpose of saving life and property.

From the evidence adduced in this case, the Court have no difficulty in finding that the loss of the "Arbitrator" is to be attributed to the deck cargo of timber having broken adrift on the morning of the 11th of October. This deck load appears to have been carefully secured according to the custom of the trade, but owing to the large quantity of water on the lee side of the deck the timber floated and drew the ring bolts out of the stanchions, sending the whole of the logs on the lee side adrift, smashing everything before them.

It further appears to be the custom in the trade to carry the whole of the salt provisions and fresh water on deck; this custom the Court is of opinion is one fraught with great danger to the lives of those on board, and in this case the whole of it was destroyed with the exception of one cask of water and one barrel of bread.

*Judgment.*

We have carefully considered all the available evidence adduced before us on this inquiry, ordered by the Board of Trade, into the causes that led to the stranding and loss of the British barque "Arbitrator," on the 12th of October last, and we find that having left Quebec on the 30th of September, with a cargo of timber in hold and on deck, secured in the usual way, she encountered, some 10 days after, a very violent gale in the Atlantic on her homeward voyage, became water-logged and unmanageable. Her sternpost was started, her deck load of logs varying in length from 12 to 40 feet, was also started, the logs floated and broke adrift, damaging the pumps, and rendering them useless, her provisions, with the exception of a small quantity, being at the same time carried away, and nine feet of water being in her hold.

In this emergency the wind abating a little, and becoming favourable, the master ran for the nearest port; they sighted the island of St. Pierre at about 9 o'clock a.m. on the morning of the 12th of October. A French pilot came on board, and the master having learned from him that the "Arbitrator's" draught of water was too great to permit her entering the little harbour of St. Pierre, decided on beaching her as a last resource to save the lives of his crew, and the cargo.

Such being a brief narrative of the facts of this case, we are of opinion that the stranding and loss of the "Arbitrator" is to be attributed to two causes, the violence of the gale she encountered in the first place, and secondly her deck loading, and we are further of opinion that the master was justified in the circumstances that existed at the time in beaching his ship as the only means left him of saving his crew and cargo. We therefore return him his certificate of competency.

At an early stage of the inquiry, it appearing that the master held sole command of the ship, the mate's certificate of competency was returned to him, and he gave evidence.

JOHN CHARLES O'DONNELL,
Stipendiary Magistrate.

JOHN S. CASTLE,
HENRY D. BURNEY, R.N., J.P., } Nautical Assessors.

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## "ARDCLINIS," (S.S.)

The "Ardclinis" (official number 63,946) is an iron screw steamer, built at Govan in 1870, lengthened in 1871, and registered at Belfast by the present owners (The Antrim Iron Ore Company, Limited), of 161 tons gross, and 90 net registered tonnage, her nominal power being 32 horses.

She was employed in carrying iron ore and coals to and from England.

She sailed from Belfast with about 100 tons of iron ore for Glenarm, where she took in another 100 tons of similar ore, and thence she sailed on the 3rd of October 1875, bound to Swansea, her draught of water being 9 feet 2 inches forward, and 10 feet 7 inches aft.

Nothing of importance occurred until 11.20 p.m., when the vessel passed the Wicklow Head Light, distant half a mile, and from this point her course was shaped south-west and by south, so as to pass inside of the Arklow Bank. At midnight the mate relieved the master, who then gave the mate orders to continue the course, and to keep a good look-out.

Soon after the mate had taken charge of the watch the weather became thick, with heavy squalls of rain, so that the lights were obscured. The vessel then proceeded on her course until about 12.45, when the South Arklow Light was seen, two points on the port bow.

No heed appeared to have been taken of this warning, and the vessel still continued her south-west and by south course, and at 1 a.m. on the 4th she struck on the south end of the Arklow Bank. The lead does not appear to have been hove at any time. After the vessel had stranded the engines were promptly reversed, and more sail made on the vessel, which beat over the tail of the bank into deep water, where she was brought to anchor.

While on the bank, through the bumping on the sand, the feed pipe became disconnected from the boilers, so that they became useless until repaired. When that was done, the steam pumps were set to work, and the vessel having been pumped out, proceeded for Kingstown Harbour, taking in tow the Wicklow lifeboat, which had come to her assistance. She duly arrived in Kingstown on the same day, and has since discharged her cargo, and is now in dock under repairs.

Through this casualty no lives were lost.

After having heard the witnesses, copies of whose evidence accompanies this report, and heard the address of Doctor Boyd, counsel for the master and mate, and the reply thereto of Doctor Corrigan, counsel for the Board of Trade, the unanimous judgment of the Court was delivered in the following words:

This inquiry has unexpectedly taken up a great deal of time, not more, however, than its importance demanded, not only as it might affect the master and mate of the "Ardclinis" in regard to their certificates, but as indirectly involving a very grave charge against the owners of overloading the ship.

A number of witnesses have been examined in reference both to that charge and to the navigation of the vessel, and after having anxiously and carefully considered their evidence, together with the statements of the master and mate herewith forwarded, the Court has come to the conclusion that neither the loading of the ship, nor the errors of her compasses as alleged had anything whatever to do with her stranding; but that it was attributable to the absence of

that special care on the part of the master in navigating her, which, in such a channel, was imperatively called for, and especially to the non-observance of the simple and salutary precaution of heaving the lead.

The Court therefore adjudges the master to be in default.

Fortunately no lives have been lost in the casualty. Bearing this fact in mind, and taking into account the very high character the master has received, and also having regard to the prompt and successful efforts carried out under his orders after the stranding to bring the vessel safely to Kingstown, we deem it sufficient, under all the circumstances, to suspend his certificate for three calendar months only.

The certificate of William Watson, No. 101,186, is therefore suspended accordingly.

With respect to the mate, Robert Sloan, whilst the Court does not consider him altogether free from blame, they are of opinion that the justice of the case will be met by cautioning him, which we do, to be more vigilant in the discharge of his duties in future, and we therefore return his certificate to him.

J. W. O'Donnell,
Chief Magistrate,
&c., &c.

Edward Hight, Geo. H. Forster, } Nautical Assessors.

## "ARRIERO."

The "Arriero" was a brigantine of composite material, built at Glasgow in 1862, and registered at Liverpool, of 166 tons. She was owned by Messrs. Harrison, and others, of that port. She sailed from Liverpool on the 9th February last, under the command of Mr. Archibald Robertson, who holds a certificate of competency as master, dated 13th November 1871, with a crew of nine hands all told, and with a general cargo, bound for New Calabar. After rounding Holyhead, the wind came strong from S.S.E., and on approaching Tuskar it had veered to S.W., with a heavy sea, the vessel shipping much water, and from stress of weather they put back. The crew complained that the forecastle was leaky, and eventually, after again endeavouring to get to sea, they insisted on going into a port, and the master accordingly shaped his course for Campbelton, where he arrived on the 14th February. The ship was then surveyed by Mr. McCracken, the harbour master, who pronounced her perfectly seaworthy, but the five men who lived in the forecastle still refusing to proceed to sea, they were taken before the Sheriff-Substitute and committed for one month. Five men were shipped in their room, and they put to sea again on the 24th February. The master decided to proceed by the North Channel, the wind being favourable, but as it came on to blow hard from S.S.E., with indications of bad weather from the westward, he determined, after consulting with his mate and boatswain, to seek shelter in Church Bay on the S.W. side of Rathlin Island, where at 8 a.m. on the 25th they anchored in five fathoms water, and with 45 fathoms chain. On the 27th a heavy gale set in from W.N.W., and the second anchor was let go. On the 28th, with light airs from the S.E., they weighed anchor and stood down the bay, intending to proceed to sea, but the wind failing they dropped anchor again in eight fathoms. They remained at single anchor there until the 3rd March, when a gale springing up from S.W., they let go a second anchor. At 11 a.m. on the 4th, the wind then blowing a gale from the westward, the port cable parted, and the vessel commenced to drag. Orders were given to veer the other cable, and to cut away the masts, but before this could be done the vessel drove upon the rocks and became a wreck. No lives were lost, the crew landing in the longboat, and the greater part of the cargo was subsequently saved. The Court had no doubt, on the evidence before them, that the "Arriero" was perfectly seaworthy, and well found and equipped for the voyage. It was unfortunate that the master anchored in Church Bay with an approaching westerly gale, as the anchorage is dangerous in such weather, as his sailing directions would have informed him, and he was bound to take the first chance of getting out of that position. He appeared to have tried to get away on the 28th February, but apparently he considered it unsafe to proceed to sea and anchored again. The Court were not altogether satisfied that this was his only chance, and they felt some doubt whether the master may not have missed an opportunity of getting away by being more on shore in the island than was desirable under the circumstances. When the gale of the 14th March came on, which caused the disaster, the master was at his post, and nothing he could then have done would have saved the ship. With these remarks, expressive of the doubt which existed in the mind of the Court, they returned to the master his certificate.

T. S. Raffles,
Stipendiary Magistrate.

John Steele, Geo. H. Forster, } Nautical Assessors.

## "ARUBA."

The "Aruba," official number 46,790, is a schooner, built of wood, at Veendam, in Holland, in 1865, and classed A 1/1 in German Lloyd's. She is 113 tons register, and registered at the port of Inverness, being owned by John Simpson and David Simpson, both of Lossiemouth, in the county of Elgin. She was fitted with one main pump, and two bilge pumps, and had one boat 18 feet long. She had a crew of five hands, including the above-named David Simpson, who also commands her. He holds no certificate.

She left Sunderland, at noon, on 26th September 1875, bound for Burghead, with a cargo of about 200 tons of coal, drawing 10 feet 4 inches aft, and 9 feet 6 forward, the weather being fine, with a moderate breeze at S.S.W. Towards evening of that day the wind increased, and during the night blew hard. Towards 4 a.m. (27th September) the wind decreased and it became nearly calm; at 5 a.m. the wind set in from W.N.W.; at 8 a.m. it was blowing a gale. Sail was reduced to double-reefed main-sail, double-reefed boom fore-sail, reefed-stay fore-sail, and fore-topmast stay-sail, heading to northward on port tack. At this time an attempt was made to wear the vessel round to starboard tack, which did not succeed, and falling into the trough of the sea, two feet of water were shipped on deck. The cargo shifted and the vessel listed to starboard. The starboard bulwarks were knocked away to allow the water to escape. The main pump was manned and worked continually. At 10 a.m. the standard of the pump broke, and a temporary one was rigged. Neither of the bilge pumps was available, the lee one being under water. It appears that the depth of water in the hold did not exceed two and a half feet during any part of the day. The vessel lay to under close-reefed main-sail all day.

About noon, it is stated, five feet of water were found in the after peak, and baled out with buckets, after which three feet seem to have been the maximum depth of water there.

About 4.30 p.m. the master, after consultation with his crew, resolved to make signals of distress, three sails being in sight, two to leeward and one to windward. The fishing smack "Whimper," of London, with a crew of 10 men, having bore down an hour later, and sent a boat to the "Aruba," the master and crew at once abandoned the vessel, taking with them their personal effects. The helm of the "Aruba" was lashed to lee, and she was left under close-reefed main-sail. The boat of the "Aruba" was disabled in the gale. The reasons for the act of abandonment are stated to have been the state of the weather; the pump gear giving way and occasionally chocking; water washing over the ship, she having a strong list; want of provisions, which appears to have been confined to the bread, which was saturated with water, and the crew partially exhausted.

The smack lay by the "Aruba" till next morning, 28th September, when, the weather having moderated, the master of the "Whimper,"— with four of his crew, boarded the "Aruba," taking with them pump-gearing, and their own boat, and made sail, steering S.W., having, as stated in evidence, refused to allow the crew of the "Aruba" to return to their vessel.

The two vessels kept together till the afternoon of the 29th, when the "Aruba" was taken in tow by a tug, and taken into North Shields. The "Whimper" arrived in North Shields about 7 a.m. of the 30th, and found the "Aruba" there. A claim for salvage was made, and having been paid, the master and crew of the "Aruba" got possession of their vessel on Saturday, 2nd October.

Nearly a week was spent repairing sail and running gear, and lead seems to have been nailed over the butts where they were supposed to have leaked, but no carpenter seems to have been employed on the hull.

On the 8th October the "Aruba" sailed from North Shields for Burghead, where she arrived on 14th October, having experienced moderate weather, except two or three hours on the night of Sunday the 10th. The master states, that during the voyage the pump was used every two to

four hours for a short time on each occasion. The cargo appears to have been discharged in fair order, very little being wet.

The "Aruba" is now under repairs, but, so far as has been ascertained, nothing further than renewing the bulwarks and caulking require to be done.

The vessel was bought about two years ago by the present owners for 800*l.*, was valued for 900*l.*, and insured for 550*l.*

*Judgment.*

The Justices, after careful consideration of the evidence adduced, find, (1) That the shooner "Aruba" was abandoned by her master and crew in the North Sea, about 45 miles south-east of Todhead, on the coast of Kincardineshire, on the evening of the 27th day of September last. (2) That in the state the ship then was, the master and crew were not justified in leaving her without first asking assistance from the master of the "Whimper," or requesting him to lay by her until morning. (3) That in leaving the ship under the circumstances the master, David Simpson, committed a grave error in judgment, for which the Court do severely reprimand him, and admonish him to be more careful in future.

C. J. Johnstone, J.P.
George Hay, J.P.
R. Ashmore Powell, C. Y. Ward, } Nautical Assessors.

## "ASTRIDA."

The "Astrida" was a full-rigged ship, built of wood at New Glasgow, Nova Scotia, in 1873, of 1,000 tons, registered at Pictou, N.S., in the same year, and owned by James W. Carmichael and others, of New Glasgow, N.S. She sailed from London on the 10th November last, in ballast, consisting of about 500 tons of Thames Trinity shingle, with a crew of 19 all told, including her master, Mr. William McGregor (who holds a colonial certificate of competency, No. 128), and a stewardess, bound to New Orleans.

She left Gravesend on the 11th November, under charge of Mr. John Bell, Trinity pilot, who was engaged to take the ship down Channel. The vessel proceeded on her voyage with moderate weather, and duly arrived off Beachy Head about 4 a.m. on the 14th. She was then put on the starboard tack, with the wind from the westward, which increased to a gale and a high sea. At 8 a.m., the ship being then about 20 miles S.E. of Beachy Head, under her three lower topsails and foretopmast staysail, on the starboard tack, was struck by a heavy squall; at the same time a heavy sea striking her, she was thrown upon her port beam ends, and never righted again. Efforts were made to wear the ship round on the other tack by hoisting the headsails (which were quickly blown to pieces), and cutting away the mizen mast, &c., but all proved ineffectual; she continued drifting helplessly to leeward by the force of the wind and sea towards the French coast. About 3 p.m. the land was seen on the port bow about five miles off, upon which both anchors were let go, but the cables ran out without bringing the ship up. The crew then (including the pilot and stewardess) took to the rigging, and at about half-past 5 p.m. the vessel took the ground between Grisnez and Boulogne, near Andresselles, and soon broke up. Lights were seen on the shore, from which rockets were fired, but fell wide of the stern of the ship. The master, boatswain, and eight others succeeded in getting on the top of the deck-house, which was floating alongside, and finally reached the shore; one other man was saved by drifting on shore on a spar; the remainder (nine) including the mate, pilot, and stewardess, were unhappily drowned.

The only evidence that could be produced before the Court, in consequence of the lamentable loss of the life of the principal officers of the ship in this disaster, was given by the boatswain, who stated that the ballast was not properly trimmed. Although the shifting boards were secured, it was his opinion, which was also confirmed by the master, that the ballast shifted when the ship was thrown on her beam ends, which was the undoubted cause of the disaster.

The master stated before the Court that the ballast was trimmed and secured in the usual way, in which statement he was supported by two independent witnesses.

It was also stated by the boatswain that the ends of the chain cables were not clenched, and that he saw the ends of both chains run out. This is denied by the master, who said that he gave orders before the ship left the dock for this to be done, and the mate reported to him that it was done, and that the mate also reported after the anchors were let go that the cables had parted.

*Judgment.*

After a careful consideration of the circumstances of the case, the Court acquit the master, William McGregor, of default for the loss of the "Astrida."

The usual precautions were taken by him for the security of the ballast, and he did all that was possible for the safety of the lives and property under his care after the ship was thrown on her beam ends. The Court are unanimously of opinion that the shifting of the ballast from the violence of the weather she encountered was the cause of this lamentable disaster, and therefore return to Mr. McGregor his certificate.

Griffith Taylor, J.P.
J. H. Hatten, J.P.
Edward Hight, Nautical Assessor

## "ATALANTA."

The "Atalanta" is a sailing ship, built at Richmond, Maine, in the United States of America, in the year 1857. She is owned by Mr. Colin Stewart Caird, of Greenock, and others; registered at Greenock, her registered tonnage being 1,116 tons, and her official number 67,914.

The "Atalanta" arrived in Penarth Dock in ballast from London on the 27th of May last under the command of Mr. William Brown, who held a certificate of competency as master, dated 1st March 1870, numbered 84,596. Her crew consisted of 21 all told.

She began loading with coal on the 8th of June, when 155 tons were put on board as "stiffening." No more coal was put into her until the 14th of June when the loading was resumed and kept on continuously day and night until nearly 7 o'clock on the morning of Friday the 16th when it was completed. The total quantity put on board was about 1,400 tons, about 800 tons of which were loaded in the last 24 hours. The coal is a steam coal known as Hood's Merthyr steam coal, and was raised from the Llwynpia Colliery of the Glamorgan Coal Company, Limited, situate in the Rhondda Valley, some seven miles from Pontypridd, in the county of Glamorgan. It is a coal extensively used, chiefly for steam purposes, and in common with other steam coals, produces and throws out quickly a large quantity of inflammable gas. The coal was put into the "Atalanta" fresh and in good condition, and appears to have been well and carefully stowed and trimmed by the shippers, by whom also the hatchways were kept open during the whole time that the work continued for the purpose of ventilation. At their instance also some holes which had previously been made between decks were enlarged and fresh ones cut. In addition thereto a wooden tube, about 14 inches square, having two sides closed and two sides partly open, made of battens, overlapping to keep out dust, was fitted in the centre of the ship by order of the master, just before the loading began. The tube extended upwards from the keelson to the main hatchway, but not above the coamings, so that it became utterly useless the moment the hatches were put on. No other means of ventilation had been provided. The ship had three hatchways, fore, main, and after hatch, and a scuttle aft on the starboard quarter leading into the lazarette. The lazarette, in which, as is usual, some stores were kept, was only separated from the cargo by a sail loosely hung.

During Friday, Saturday, and Sunday the master was from time to time on board the ship, and was seen on deck before the explosion took place on Monday.

The Court is of opinion that the explosion was caused by the hatches having been put on shortly after the loading of the vessel was completed, and their having been allowed to remain on from that time to the moment of the accident; viz., from Friday, middle-day, to 9 o'clock on Monday morning, with the exception of a short period on Saturday morning, when the fore hatch appears to have been opened to put some articles below.

From the gaseous nature of the coal with which the master who had previously carried a cargo of coals from this port must have been acquainted, it was especially necessary that proper ventilation should have been established and kept up for several days after the cargo was placed on board. This was entirely prevented by the hatches being kept on as there were no other means of ventilation. The consequence of this act of carelessness was the accumulation of a large amount of gas under the

deck of the vessel placing her in a most dangerous position in the event of the gas so accumulated being brought into contact with a naked light. In this state of circumstances the second mate in procuring some ropes from the lazarette recklessly caused a match to be ignited there upon which a frightful explosion instantaneously took place resulting in the death of four men and the maiming of several others and great damage to the ship.

The Court is of opinion that it was the duty of the master to see to the safety of his ship and that his neglect to ascertain that the hatches were kept open was a gross default which has not only caused destruction to property but also the loss of four valuable lives. He was, therefore, sentenced to suspension of his certificate for the term of two years from the 27th July instant.

As to the second mate, though he was no doubt in the execution of his duty in getting ropes out of the lazarette, he was clearly responsible for the mode in which he performed it, and he ought to have known that with such a cargo on board striking a light below in a place only separated from the cargo by a loosely attached sail was a most hazardous act.

The Court took notice that although he escaped with his life he has been very seriously injured, and thinking that no object would be gained by suspending his certificate contented itself with reprimanding and cautioning him.

A book purporting to be a copy of the Penarth Harbour and Dock Regulations was produced by the dock master. The 16th Rule inflicts a penalty on the person in charge of any vessel having on board explosive or combustible goods while in dock who permits any fire or light on deck or any dangerous thing amongst or near such goods, and the 18th Rule inflicts a penalty upon the person in charge of any vessel laden with coal not having its hatches open while in dock, but it does not appear that the dock authorities have posted up these rules in their office or any other conspicuous place about the dock, nor as a rule do they place copies on board vessels entering their dock as the Court think should be done.

The Court observed that a wooden tube (already described) was placed in the vessel from the main hatch down to the keelson intended for ventilation, but which in the opinion of the Court was of very little service when the hatches were open and of none when they were closed. The Court is of opinion that a cargo of coal of this description so especially liable to generate gas should be ventilated by tubes fore and aft reaching to the under side of the deck but not extending below the surface of the cargo and having sufficient elevation above the deck to be out of the reach of fire and fitted with revolving cowls so as to create a thorough draught of air fore and aft above the cargo by which means the accumulating gas would be continuously swept away. And in no case should a vessel loaded with coal be allowed to proceed to sea depending upon its hatches only for ventilation.

R. O. Jones,
Stipendiary Magistrate.

John Steele, } Nautical Assessors.
John S. Castle, }

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## "ATLAS," (S.S.)

The "Atlas" was an iron screw steamship, built at Sunderland in the year 1861, by James Laing, of Sunderland. Her official number was 43,757; her No., date, and port of registry being 39/1875, Hull. She had one deck and a break, three masts, was schooner-rigged, elliptical stern, clencher build, her framework being of iron. Her length from fore part of stern under bowsprit to aft side of head of stern post was 251 feet 2 tenths. Her main breadth to outside of plank, 31 feet 7 tenths. Depth in hold from tonnage deck to ceiling at midships, 18 feet 2·5 tenths. Length of engine-room, 30 feet. She had two direct-acting engines, made by Richardson and Son, of Hartlepool, in the year 1861, of 100 horses power combined. Her tonnage under tonnage deck was 1017·59, gross tonnage 1301·22, registered tonnage 997·23.

The "Atlas" was laden at Hull prior to 26th September 1875.

It is stated that the chief officer of the ship had a control over the stowage, and was present during the stowage of the "Atlas."

The cargo consisted of 800 tons of iron, and of measurement goods about 400 tons.

In No. 1 hold, which had two hatchways, there were at the bottom rails fore and aft at first (and as soon as the kelson was cleared) athwart well up to the beams after kelson. One tier was athwart, the next fore and aft. They were placed from side to side of the ship. Cotton was put at the top of that, machinery, and cotton and other goods at the ends, up to a little above the 'tween deck beams.

In the same hold there were seven boiler tubes from 30 to 35 cwts. each, above the beams resting on the cotton. In the hatchways they had bar iron filled in with cotton between the tubes.

In the main hold they had rails solid up to kelson, and then alternate as before up to main hatchway. There were some bundles of gas tubing and bar iron all over the hold, and cotton and goods on the top.

The 'tween decks were filled up with goods and cotton up to the upper hatchway.

The after hold had bar iron up to two thirds of the trunk, then rails fore and aft up to top of tunnel, and then alternate as before. Bar iron and boiler plates, machinery, goods, cotton came next, right up the top, including the poop.

The 1,200 includes everything except the coals.

Three boilers were stowed on the main deck fore and aft, They were fastened with chains trimmed with shores to the combings of the hatch. The same mode was adopted on each side, there being two boilers on the port side, and one on the other side. The weight of the two would be about six tons each, and of the other seven or eight tons.

There would be between 60 and 70 tons of iron, including the boilers, and exclusive of coals on the main deck.

There were also cotton and some cases of machinery under the poop on the main deck, which might be probably 20 tons.

The "Atlas" was loaded as vessels of that class usually are loaded.

It is stated to be usual to put as large a weight on the main deck as in this instance.

In a similar ship the stevedore of Messrs. Bailey and Leatham states that they have had more cargo on the main deck than in this; but in the other vessels referred to it does not appear whether any of them were lengthened vessels as the "Atlas" had been. He states that she was not overloaded; that, as a rule, they don't load so deep in winter as in summer; and that she was not overloaded, looking at her cargo as a winter cargo.

If "Atlas" cargo had been looked at as a summer cargo, the stevedore considered that 40 or 50 tons more might have been put on her main deck.

The stevedore states that he had special instructions from the superintendent as to ships going across about the time of equinoctial gales, namely, "simply to see the cap-"tain, and see to what depth he thought the vessel ought "to be loaded at, and rather to go a foot lighter than an "inch deeper."

The weather on leaving Hull was cloudy; it was blowing hard from the S.W. It was about 4 p.m.

They reached Newsand Float at about 7.40 p.m. It was then blowing very strong with a very high sea. The ship was labouring heavily, and taking seas all over her.

On 27th the gale still continued, the ship continuing to strain heavily and shipping seas.

The shores to the boilers were knocked away, and the wedges worked out, but they got them in again and attended to them.

About 8 a.m. when on the Dogger Bank, they shipped a heavy sea, which smashed the after steering wheel and the cabin companion and skylight.

About 9 a.m. the bridge wheel chains parted, and the ship came into the trough of the sea.

Before that, about 6 a.m., the foresail had been (in great part) blown away, and had become comparatively useless.

When they got into the trough of the sea they got her head to sea, and then slackened the engines until they got the midships steering gear repaired. The wind was still blowing heavily and the sea running high.

About 9 a.m. the fore topsail blew away. They had then by the log got about 104 miles.

About 9.30 a.m. shipped a very heavy sea. It smashed the jolly boat, and rendered it useless, and swept away the lamp-trimmer, Alfred Howden, whose body was not recovered.

He had been standing on the poop deck against the main rigging. The engines were immediately stopped about three minutes, but finding they could do nothing they went ahead again. They could not get either of their boats out.

The cargo got loose, owing to the wind and sea. The six boiler tubes got loose. They durst not take a hatch off.

About 2 p.m. on Monday the 27th, the sea knocked the main derrick out of the chocks, and lifted the starboard lifeboat out of the chocks, breaking the lashings and turn-

ing it bottom upwards on the main winch, and it was rendered useless.

The vessel's head was kept to the sea until noon of the 28th. They took a cast of the lead, which gave 17 fathoms, fine sand and shells. At noon the weather moderated. The vessel was kept E.N.E.

The wind continued much the same up to the 30th, and the sea continued to run higher, but on the 28th, during a lull, they got the hatches off, and secured the cargo below.

On the 1st October they saw the Naze of Norway, and took a fresh departure from it.

The mizen trysail was converted into a main trysail because the gaff of the mizen trysail had broken, and the main trysail had been split.

When they got into the Cattegat, on October 2nd, about 4 p.m. they saw the Swedish coast 16 or 18 miles off.

It was blowing hard, and the sea was high. The engineer reported that something was wrong with the engines, and he must stop the vessel, he thought, for about three hours.

They sounded, and found 27 fathoms of a clay bottom and mud. They hauled the main trysail out to try to keep her head to sea, but she remained in the trough of the sea, and kept drifting towards the land, there being a strong current setting northward and eastward.

A steamer passed the "Atlas" about 5 p.m., the "Iceland." The look-out at the wheel could not report it, as chief officer was below. No signal was made to her. Those on board the "Atlas" did not think they were in danger then. The "Iceland" came about a cable's length off, so near that the steersman could read her name. At 9 p.m. land was in sight four or five miles off, and the evidence shows that it was the same land that had, with scarcely any interruption, been seen from 4 p.m. It was not so very dark at 9 p.m., but it got darker soon after, and was blowing very hard. The ship was then lying with the sea on her broadside. The land was on the port bow. It was seen very plainly, and it was reported to second officer, who said he knew. The captain was heard several times making inquiries of the engineers; he asked once, and engineer said in about 10 minutes; that would be about five minutes before ship struck. Captain replied, "For God's sake, make haste, or we shall have to pack up our traps." The land could not be seen when she struck, but it could be seen plainly about a quarter of an hour before she struck. It was on "Atlas's" lee beam; it was observed to be nearer than when seen sometime before. It was reported to second officer, and captain was close by. The second officer said, "We can do nothing with her." Captain said, "Is it impossible to get the anchors over?" No one gave any reply. No orders to that effect were given.

The repair of the engines was completed about 10.30 p.m., the repair having taken six and a half hours instead of three hours. The vessel struck upon a sunken rock, about a quarter past 10 p.m., about a quarter of a mile from a large rock which is marked on the chart. Before striking they got a glimpse of two lights, but before a bearing could be obtained they lost sight of them. They were both on the port quarter. The head of the ship was E.N.E. and E.S.E. just as the sea struck her. After the ship struck the after pumps were sounded (immediately after), and the carpenter found two feet of water in after hold, and two and a half feet amidships. Just when the ship struck the engines were about ready for starting. After she struck the engines were set full speed astern, and the pumps in the engine-room were set going; also the donkey-engine. The engine and pumps produced no effect. The sea cock was turned to let the water into the forehold so as to steady the ship. They burnt blue lights, sent up rockets, and fired the large gun 20 or 30 times, but no assistance came. It was about 10.30 p.m. No help came until 6.30 a.m. on the following day, and during all that period they were in great danger. One fisherboat came about 6.30 a.m. The chief officer was sent on shore to telegraph for assistance, all hands going on shore except the captain, mate, and chief engineer and steward. The chief officer returned to the ship about 3 p.m. on the 3rd, having telegraphed to Gottenburg for assistance, and remained on board until 7 p.m., when they all left the ship, having received no assistance. The weather was more moderate from 3 p.m. to 7 p.m. The vessel was then full of water. She had not broken at all. Assistance came from Copenhagen on the 4th,—a steamer; and on the 5th another steamer came. The "Atlas" was still on the rock. Her main deck was under water. On the 6th and 7th she broke into three pieces. The captain was with the ship up to the 13th, except when he went to Gottenburg to arrange about the crew and other matters.

They got out of the vessel, while remaining with her, bar iron, bales of cotton, cocks and cases, and employed divers. It is stated that the captain was always attending to his duties, from leaving Hull, up to the disaster; and he bears the character of a sober, steady, and attentive man. All the crew were saved. None were lost after leaving Hull except Howden. The "Atlas" was out of her course when she struck the rock. It is stated that she drifted about 18 miles, and there must have been a strong current for her to do so.

In the consideration of the facts of this case (and we respectfully beg the attention of my Lords to the details of such facts as shown in the voluminous depositions sent herewith) the conduct of the chief officer appears to us most censurable in omitting in his log all mention of the "Iceland" having borne down upon the "Atlas" about 5 p.m; —of the sighting of land about 4 p.m., and of its remaining in sight with short interruptions to 10.30 p.m., and we are not satisfied, as to this part of the case, with the conduct of the captain in not preventing such serious omissions, as the log must have been made up after the stranding, and Captain Wing must have seen it.

The gross blundering of the chief engineer is also deserving of severe censure. He never reports any defect in his engine from 1 to 4 p.m., and then continues making statements to the captain that the repairs would only take three hours, when they took six hours, and does not appear to have been able to form any even approximate opinion on the subject, though he ought, at the end of three hours at any rate, to have at once been in a position to state that the repairs would require a very considerable space of time longer in excess of the three hours already consumed. We have elsewhere commented on the captain's conduct in listening to the engineer *after* the three hours had expired, which we consider to have been wholly indefensible. The conduct of the second officer also in not reporting his having had a cast of the lead (if he had one) is equally censurable.

We feel also obliged to state that we have not omitted to notice with regret that, though not loaded, &c., so as to be unseaworthy, the "Atlas" was, in our opinion, laden in a manner (duly considering the time of year) that was hardly defensible; and that the labouring of the "Atlas," which is so frequently spoken of in the evidence, was attributable to her starting with so heavy a load of iron, &c., and with 175 tons of cargo and coals on the main deck, which, even at the time of the disaster, could not have been less than 100 tons. We are aware that a large portion of this 165 tons was under the poop deck, and is allowed to be measured as part of the cargo, but it was really on the deck (the main deck) and the poop that Mr. Bailey added to the "Atlas" or any previous smaller poop did not alter the fact of its being on the deck, and we believe it contributed materially to the straining and labouring so much complained of.

We also regret to observe that in this case the spare sails had been sent on shore, and that the "Atlas" had no other sails on board than those that were bent.

If, as we believe, the remnant of the sails might, if judiciously used, have saved the "Atlas" on October 2nd, how much more efficacious might have been new sails in lieu of those that had been blown away or damaged.

We notice also with regret the difficulty that must be imposed on the crew of vessels like the "Atlas," where there are only six sailors, including boatswain and a boy, three in each watch; and we call the attention of my Lords to the evidence bearing on this point disclosed in this case.

Having stated generally the circumstances attending the voyage of the "Atlas" from leaving Hull to her loss, it is now proposed to review the circumstances occurring at 4 p.m. of October 2nd.

It becomes very material to understand the amount of appliances left to the "Atlas" at that time.

The sails at that time consisted of the fore staysail, wing of foresail, and fore trysail, with a small split in the after leach and mizen bent for a main trysail.

The sail actually set at 4 p.m. was only the main trysail.

Land was seen from 4 o'clock to the time of striking; and though occasionally it might be obscured by haze, the evidence shows that the land that was seen at 4 p.m. was the same as that that was seen when "Atlas" went on the rock.

The captain admits that at 4 p.m. there was no difficulty in anchoring, had he wished to do so; but we do not blame him for not anchoring at that time as he might not have reason to anticipate the extent of danger to which he would shortly afterwards be liable, and there would, no doubt, be a risk of his not recovering his anchor, at any rate until the weather moderated.

In like manner when the "Iceland" bore down to the "Atlas," the captain might fairly think that there was no necessity for asking for any assistance, or incurring expense to his owner; but still we think it would have been a prudent and a satisfactory course had he tried to make a

bargain with the "Iceland" to stay by him for an hour or two until he saw the progress made in the engine repairs.

He did not do so, and trusted the safety of the vessel entirely to the resources within itself from the engines and otherwise.

He was aware of the drift, and that in about six hours he would be upon the land.

When, therefore, the three hours named by the engineer had elapsed, what did he do?

He did not try to let go his anchor.

He did not try to get "Atlas" before the wind.

What did he do? The evidence shows that he went on appealing to the engineer to be quick, hour after hour, until the catastrophe happened, but tried no alternative means of bettering his position.

We are told that it was impossible to let go the anchors, because they could not be got at from the washing of the sea.

We are told it was impossible to get her head to sea with the sails the "Atlas" actually had at command; and we presume it was meant by this to contend that the "Atlas" could not wear with her then sails.

We dissent from these conclusions entirely.

It is admitted that the setting the anchors free would not have been a work of more than two minutes, had it been possible to remain on the topgallant forecastle for that space of time; and we are of opinion that if the helm had been put up, and the fore staysail, fore trysail and remnants of foresail had been set (the main trysail in, and the yards trimmed, she must have gone off before the wind), and the topgallant forecastle would thus have become perfectly accessible for a sufficient space of time to cut the lashings of both anchors.

It has been urged that in effecting this the "Atlas" might have been pooped.

In our opinion the risk of being pooped was comparatively slight in comparison with the risk of the loss of the vessel and possible loss of the crew.

It has been asked whether the witnesses are to be believed, and whether the case is to be determined on the sworn testimony?

We are of opinion that there are portions of the sworn testimony in this case that we cannot be fairly called upon to believe; and in this as in all other cases the evidence upon which the Court must come to a decision, must, no doubt, be gathered from the whole of the testimony before the Court; and such decisions must depend upon those portions of the evidence only which appear to be worthy of credit, and the result of correct reasoning.

We find Captain Wing guilty of defaults on the following points:—

1. For not casting the lead constantly between 4 p.m. and 10.15 p.m., so as to observe his drift, and verify the shoaling of the water. This was more requisite after 7 p.m. (when the engines were not ready as promised); and it is proved that the captain was constantly in the engine-room, and therefore was able to see for himself that there must of necessity be a further considerable delay, the extent of which could not be ascertained.

2. For not wearing his ship after 7 p.m. to the westward (which we think might have been done), as by so doing we are of opinion that he might have kept "Atlas" off the land until the engines could be rendered serviceable.

As he did not wear then, we think that it was the captain's imperative duty to endeavour to get before the wind, so as to enable the men to let go the anchor. After giving due effect to the testimonials as to the high character heretofore borne by Captain Wing for sobriety, steadiness, and attention in the discharge of his duties, the Court adjudged that the certificate of Captain Wing should be suspended for nine calendar months, such period of time to be computed as commencing on the 2nd October, the day on which the "Atlas" was lost.

T. H. Travis,
Police Magistrate.

B. G. W. Nicolas, A. Ronaldson, } Nautical Assessors.

## "AUDAX."

The "Audax" was a brig built of wood at Rye, Sussex, in 1862, of 199 tons, and was owned by Mr. Elisha Du Maresq, of Liverpool, who also commanded her, and holds a certificate of competency dated 23rd November 1855. She had a crew of nine hands all told, and had a cargo of salt, gunpowder, earthenware, and hardware. She sailed from Liverpool well found and equipped for the west coast of Africa on the 24th June last, her cargo having been well and carefully stowed. From the time of leaving port she seemed to have required pumping every watch for about ten minutes. She encountered bad weather in the channel and off Cape Finisterre, but the pumping went on very much as usual. Shortly before midnight on the 9th of July, during the mate's watch, a noise was heard somewhere on the port quarter, and the wheel was shaken in the hands of the helmsman, but the pumps were tried and the ship was making little or no extra water, and on examination at daylight they could not discover that she had sustained any injury; but about the 17th she did appear to be making a little more water, and required about five minutes more pumping every watch, which continued till the morning of the 19th. About 10.30 a.m. on that day a noise was heard coming apparently from the afterhold, and upon looking down the hatchway, the barrels of gunpowder were found to be floating about in the salt, which had melted, and the ship was nearly water-logged. All hands were at once set to work to get out the boats and to pump ship. The pumps soon became choked, and as the master thought there was danger of the vessel capsizing as she was filling fast he decided to leave her. They got into the boats and remained near the ship till they saw her go down, between 4 and 5 p.m. on the same day.

They reached the island of Brava on the following day and were thence sent to St. Vincent, where they were put on board the "Boyne" and were again wrecked off the coast of France.

The Court after a searching inquiry could not discover any cause for the loss of the ship. A certificate from Lloyd's Register stated that the "Audax" had been surveyed by their surveyors at Greenock on the 21st November 1874, and that she was then "in a good and efficient state "and fit to carry dry and perishable cargoes to and from "all parts of the world," and her class was continued A 1 for four years from June 1874. After the date of this certificate other repairs were done to her, and she went to sea on her last voyage, according to all evidence, in good order and condition, though after she got to sea she was found to require a good deal of pumping for so small a ship. The Court could only attribute the sudden increase of water in her hold discovered on the morning of the 19th July to the opening of her seams or the starting of some butt. It was possible she might have received some injury at the time the shock was felt, some five or six days before she foundered, which did not all at once develop itself, but the actual cause of the disaster could only be conjectured. The Court returned to Mr. Du Maresq his certificate, as no blame attached to him. The Court also desired to add that the vessel was not over insured.

T. S. Raffles,
Stipendiary Magistrate.

R. Ashmore Powell, W. Quiggin, } Nautical Assessors.

## "AURORA."

The "Aurora," a sailing ship, was built of iron at Greenwich in the year 1874. She had two decks and a poop, a topgallant forecastle, and a large house between the four and main masts, fitted up as a forecabin for second-class passengers.

She was of 1,768 tons register, and belonged to Mr. J. Anderson, of No. 1, Billiter Court, in the city of London, and four other persons.

This vessel left London on her first voyage in December last, and after safely arriving at Adelaide in South Australia in the month of February of the present year, took on board the following cargo for her homeward voyage to London, viz.: In the lower hold, bark in bags, from forward to the foremast, then tallow and wine in casks, to the mainmast, and from thence to the mizenmast, tallow in casks; loose bark was filled in between the casks, and some in bags was placed upon the top of them; the remainder of the lower hold above the bark, as well as the after hold abaft the mizenmast, was filled up to the between decks with wheat in bags. On the between decks, from the sail room bulkhead (which abutted on the forecastle) to the sixth beam before the mainmast, there was wool in bales, and from thence to the after hatchway was bark in bags; in the square of the after hatchway there was fodder for sheep, and abaft that, wool with some bark for broken stowage.

The entire cargo therefore, in the 'tween decks was wool, with the exception of some 200 bags of bark; of the quantity of wool thus shipped about one half was "wool

in the grease," that is, wool that had not been cleansed; this wool was stowed between the fore and main hatchways, and immediately under the house that contained the fore cabin.

The cargo having been all shipped, and some 37 passengers received, the vessel, on the 8th of May, sailed for London, under the command of Mr. Adam Johnston, who holds a master's certificate of competency, and a crew of 47 hands all told. Nothing of importance occurred until the 85th day after sailing, when some of the passengers complained to the carpenter that the forecabin was very hot, but the vessel being near the tropics he considered the heat due to natural causes, and so did not report the matter to the master or other officers; nothing further occurred until about 11 p.m. of the 8th of August, when the vessel being in latitude 39° N. and longitude 37° W., with a fresh wind from the N.W., one of the seamen who was on watch smelt fire, he at once examined various parts of the ship, and at length saw smoke coming from a ventilator that went through the top of the deck-house at the forepart into the between decks; the alarm was at once given, and all hands were promptly on deck. The ventilators were at once stopped up; steam was got up in the donkey boiler; sail was shortened, and the vessel put before the wind; the two fire-engines were set to work to pump water into the between decks through the ventilator, and four holes were cut through the decks, on each side of the forecabin; in cutting these holes it was found that the four inches thickness of deck was charred away three inches, leaving but one inch of good wood; the fire-engines pumped water down these holes, and water was also poured down from buckets till 8 a.m. of the following day, the smoke had ceased from 3 a.m., and everything appearing cool, the fore hatch was then opened, so that cargo might be got on deck, and the seat of the fire reached. After some 200 or 300 bales of wool had been got from the 'tween decks on to the main deck, and the men below had worked to within about four feet of the before-named ventilator, they saw flames a little abaft it, and directly under the forecabin; the smoke then again got up, and drove the men from the 'tween decks. This was at 11 a.m., all the hatches were put on, and the fire-engines again set to work, at noon the flames burnt up through the floor of the forecabin, the doors were then shut, and water was poured into the windows; this went on until 2 p.m., then the flames burst through the house, and the crew were driven aft. The passengers were then sent on to the poop. The vessel had been running before the wind to the S.E. since midnight, and about the time the flames burst out on deck (about 2 p.m.) a sail was seen, which proved to be the "Melmerby" from Bombay, bound to Liverpool, and in answer to signals of distress she lay by. The "Aurora" at this time was hove to, and the passengers were sent on board the "Melmerby.

At 3 p.m. all the forepart of the "Aurora" was in flames, the rigging having been burnt, the fore and main masts went over the sides. At 5 p.m. the crew were all transferred to the "Melmerby;" when the mate and captain left the ship she was in flames, fore and aft, so much so that they had to go through the water to reach their boat.

Every kindness appears to have been shown to the passengers and crew of the "Aurora" while on board the "Melmerby," which ultimately landed them safely at Liverpool.

The Court, in considering the causes that led to the loss of this fine ship, feel it just to the owners to state that great precautions had been taken against fire; for instance, all the oils, paints, turpentine, &c. were in a store room on the main deck, and the glass scuttles in the between decks were protected by screens, within and without, so that no injurious effects could arise from the sun's rays.

The floor on deck of the galley and donkey boiler-house was an iron plate, covered with brick and cement, and of the thickness of six inches.

The wine being stowed in the bottom of the cargo, could not be got at by the crew, and the wine and spirits for the ship's use were in a store room close aft, and entered only from the cabin.

The only access to the between decks was by the after hatchway and as no lights were ever taken into that part of the vessel, and the fire having originated further forward, some other cause must be sought that will account for the disaster.

This cause is not difficult to find, for when it is remembered that a large portion of the cargo was "wool in the grease," and that this dangerous article was stowed under the forecabin, the seat of the fire, the Court have no hesitation in finding that the wool took fire from spontaneous combustion, and that no blame attaches to the owners, master, or crew, all of whom did their duty to the utmost.

JOHN BALGUY,
Stipendiary Magistrate.

GEO. H FORSTER,
HY. HARRIS, } Nautical Assessors.

## "AURORA AUSTRALIS."

The "Aurora Australis" was a wooden barque of 457 tons, of English registry, built at Sunderland in 1856 and owned by Messrs. Joseph Nicholson Rankin, and William Davieson, of Sunderland, and was commanded by Mr. Frederick Meyer, who holds a certificate of competency as master, of March 1874.

She left Sourabaya on the 20th November 1875, with a crew of 13 hands including the master, laden with a cargo consisting of 650 tons of raw sugar and rattans as dunnage, bound to Queenstown for orders. At the time of leaving Sourabaya she appears to have been well found. During the voyage she experienced bad weather off the Cape of Good Hope, in which she lost some of her sails and her hull was strained so that she leaked, making from two to three inches per hour, and this continued up to the time of her being stranded. When passing the island of Fayal, sights were taken and it was found that the chronometer showed the longitude 27 minutes west of her true position. For three or four days before approaching the coast of Ireland they experienced strong gales at westward with dirty weather, during which time they lost their longboat and a portion of their bulwarks. The mate, Mr. W. Smith, who holds a first-class certificate as master, of December 1872, granted in Fremantle, Western Australia, and whose evidence throughout was most unsatisfactory, says they got indifferent sights on the 7th March, which put the vessel 27 miles W.S.W. of Kinsale Light. They passed a three-masted schooner going as themselves at 2 p.m. of the same date and found their longitude differed seven miles from that of the other vessel. At 3.30 on the morning of the 8th, in the mate's watch, they sighted a light which he says was a fixed light, bearing N.N.W., distant at 15 miles, and which he reported to the master who was then in the cabin. When questioned as to whether the light was not flashing or revolving and his attention being called to the nature of the light in sight, which if that on Minehead was an intermittent light, he said it could not be that light, because on one occasion he saw it constantly for three minutes, and it was a steady light. At 4 a.m. the master took charge, the mate remaining on deck, until watch 4.30, when he went below (the light at that time being no longer visible) where he remained till 7.30; previous to his going below, the master had a consultation with the mate and boatswain, both having been on the Irish Coast and the mate in Queenstown Harbour, admittedly twice, and perhaps oftener, and they all agreed that the light seen was Kinsale Light, although why they should have thought so seems to us unaccountable. The master appears to have then steered a course which he supposed would take him off the entrance of Queenstown Harbour, but at 6.30, according to the evidence of the boatswain, Edward Cubbin, they saw what subsequently proved to be the western headland of Tramore Bay, on which stand three pillars, and almost immediately afterwards at the eastern end of the bay on which stand two pillars. On this point the evidence of the witnesses is most confused, one thing only being conclusive, that she was at the entrance of Tramore Bay with the wind at the time increasing to a gale from the southward, with thick dirty weather. On discovering the error he had made in mistaking the place for the entrance of Queenstown Harbour, he hauled the vessel to the wind on the port tack, and tried to beat off the shore, but as they could not manage to tack her were obliged to wear every time they went about, thereby drifting so much to leeward that she became embayed, and after striking heavily several times they ran her on shore on the N.W. side of the bay and were landed in their boat, which was 19 feet long. None of the ship's papers appear to have been saved but the register. The evidence as to the state of the weather on the night in question was most contradictory, the crew alleging that the weather was thick and dirty, with a gale from the S.W., although it was admitted that the light was seen first at a supposed distance of 15 miles, and the pillars in Tramore Bay from three to four miles, whilst on the other hand the two coast-guard men, Curnow and Spinks, who had the watch from 6 p.m. of 7th to 6 a.m. of the 8th March, say that it was a fine moonlight night, with the wind W.N.W., without any change until about 7 a.m., when it came on thick and dirty

with a strong breeze from S.W., which eventually increased to a gale. After careful consideration of the circumstances connected with the case as detailed in the evidence we cannot close this report without giving expression to our opinion that the evidence of the mate, Mr. William Jackson Smith, as given before the Court, was most unsatisfactory, both in matter and manner, and would beg to call the special attention of the Board of Trade to the certificate held by him, as to whether it is genuine or not. The certificate is a first-class master's certificate, No. 62, granted to him on the 9th December 1872, at Fremantle, Western Australia.

After a careful consideration of the circumstances connected with this case as detailed in the evidence before it, as well as in the master's statement, the Court is of opinion that the master, Mr. Frederick Meyer, committed a grave error in judgment in running on recklessly after making the "light" before he had ascertained with certainty what light it really was, and that notwithstanding the ship, as he states, being in a leaky state, he would have acted more prudently if he had kept her with a good offing till daylight, when he would without doubt have been able to pick up a pilot or fishermen, from whom he could have ascertained his position, and considers him in default for the loss of the "Aurora Australis," and therefore suspends his certificate for 12 calendar months from this date, but recommends that the Board of Trade grant him a mate's certificate during that period.

GEORGE J. GOOLD,
R.M. Stipendiary Magistrate.
HENRY D. BURNEY, R.N., } Nautical Assessors.
THOMAS BEASLEY, }

## "AUXILIAR."

The "Auxiliar" was a barque-rigged vessel, 395 tons register, built of wood at Southwick, in the county of Durham, in 1853, and was owned by Mr. William Chellew, and others, of Falmouth. She sailed from Falmouth on the 21st of August 1875, in ballast, bound to Pascagoula, under the command of Mr. William Lovering Peake, who holds a certificate of competency, dated 6th April 1864, No. 9,840, and had a crew of 12 hands all told. During the first part of the voyage, while attended by fine weather, she made about one inch of water per hour. This increased in heavier weather and seas to three inches per hour, and in squally weather and head seas, experienced about eight days before her arrival at Pascagoula, the leak had increased to five inches per hour. After a large portion of the ballast had been discharged, the "Auxiliar" was hove down and all butts and seams tried and caulked where necessary between the gunwale and the turn of the bilge, and where foul cleaned. (She had been in dry dock before leaving Falmouth.) A cargo of 240 logs of pitch pine and 1,024 deals, said to weigh about 515 tons, were embarked and stowed by an experienced stevedore, under the superintendence of the officers, and aided in wedging by the carpenter of the ship. Two large logs were stowed on the starboard side of the deck to counteract a list to port found in the ship after stowage in the hold had been completed. She had a slight list to port when she sailed, but was otherwise in good trim.

She sailed from Pascagoula on the 14th December with all except two of her original crew, who had been discharged, and two others shipped in their stead. She was at this time making about one inch of water per hour; pumps, one windmill pump, and two main pumps were all in good order. On the 20th and two following days she encountered strong winds and head seas, which caused her to labour and strain, and increased the leak to five inches per hour, which was kept under by the windmill pump.

On the 27th, the wind having become too light to carry the windmill pump, the crew after working a short time at the main pump said they would pump no more unless the vessel was taken to some port near. The master remonstrated, pointing out that since they sailed from Pascagoula they had not been called to the pumps, and since the wind died away they had not done two spells, and that they had only the watch at the pumps. He, however, promised that, providing the leak could not be found and stopped, he would put back to Pensacola. Accepting this promise the watch on deck returned to the pumps. Those of the other watch who had taken part in the deputation went below. Faint airs and calms prevailing during the three following days, advantage was taken by the master and carpenter to discover and stop the leak. Their efforts were crowned by partial success, and with the concurrence of the crew the vessel's course was again resumed homeward at 4 p.m. on the 30th December. Severe weather was encountered on the 5th January 1876, and two following days, and the leak increased to seven or eight inches per hour, and this leakage with varying weather continued. The main pump was frequently tried, but while a breeze prevailed the windmill pump kept the well free. On the 24th January, at 3 a.m., Bermuda Light was sighted and passed, 21 miles distant, wind strong breeze from the westward, ship running with main topgallant sail set. On the 27th a heavy gale was encountered from S.W., which suddenly shifted to N.W., and the wind continuing on port side gave the ship a list to starboard. This list, variously described by different witnesses, appears to have increased, and on the day of abandonment, according to the statement in evidence of James Downing, and George Jones, carpenter, to have been as much as six planks, rendering the vessel unmanageable. In the master's statement, also in the evidence of Alfred Tonkin, A.B., and Thomas Russel, A.B., the list is described as about two planks, and that it did not materially affect the steering of the ship. From the fact that the vessel appears by the log to have made as great distance during the 24 hours as at any previous time on the passage under similar circumstances, the latter statement may be accepted as nearer the truth. The windmill pump which had broken down during the gale of the 27th was repaired, and with slight assistance from the main pump kept the ship free, although the leak was gradually increasing until the 6th of February, when the ship was found to be making from 17 to 19 inches per hour. The master on this date shaped a course for Fayal. From the 6th until the morning of the 9th February the watch appears to have been kept almost constantly at the main pumps, with all hands at times during the day watches. On the 9th at 4 a.m. the windmill pump broke down, which on examination was discovered to be damaged beyond repair, the cabin stove funnel was fixed as a lining for the chamber of the pump, but was found wholly ineffective. The watch had been constantly at the main pump during the morning, and although there had been little wind after sunrise the leak gained upon them. The master offers an excuse for not calling all hands, and working both pumps at this time, his desire to husband the strength of his crew to enable him to reach Fayal, then about 270 miles distant.

The watch in charge of the deck was continued at the pumps after breakfast.

At 11 a.m. on sounding 3 feet 6 inches of water was found in the well. At this time a vessel hove in sight, to which signals were made by the master's order, asking to be taken off the "Auxiliar," as she was in a sinking state; this vessel proved to be the French barque "Blanche et Louise," of Bordeaux, bound to Falmouth, who received the crew of the "Auxiliar" on board during the afternoon of the 9th, and landed them in Falmouth on the 19th of February. The crew of the "Auxiliar" saved all their effects and some provisions.

*Judgment.*

The Court having carefully considered the evidence, and the statement put in by the master, is of opinion that the abandonment of the barque "Auxiliar," on the 9th February last, was not absolutely necessary for the preservation of life. That the master committed an error in judgment, in not persisting in his endeavours to reach Fayal, by urging his crew to continue at the pumps, and by requesting the French barque to stand by his ship till she could reach port. The Court, however, takes into consideration the fact that he was feebly supported by his officers, and that the rest of his crew had throughout the homeward voyage displayed an unwilling, lazy, and discontented spirit. At the first symptom of the ship's making water, which entailed on them the least labour of pumping, they refused to pump and demanded to have the vessel put back to port. The Court, considering that the bad spirit displayed by the crew was calculated to create distrust in the mind of the master, and noting also that up to the time of the abandonment he appears to have exercised sound judgment in the prosecution of the voyage, is of opinion that he is not in default for the abandonment of the vessel, and therefore returns him his certificate. The Court is further of opinion that the "Auxiliar" was seaworthy and fit for her voyage both on leaving Falmouth and on leaving Pascagoula, and that the leaking was caused by stress of weather. The Court considers that the complaint made by some of the crew of shortness of provisions was not substantiated.

THOMAS WEBBER, J.P.
ROBT. R. BROAD, J.P.
JOHN STEELE, } Nautical Asssesors.
WM. PARFITT, }

## "BALBEC," (S.S.), and "WILLIAM RAWCLIFFE."

The "Balbec" was a screw steamer, schooner-rigged, built of iron at Dumbarton in 1853. She was owned by Mr. John Burns, of Glasgow, and others, and was of 484 tons registered, and was bound from Havre to Liverpool.

The "William Rawcliffe" was a wooden schooner, built at Ulverston in 1867, of 64 tons registered, and was owned by William Postlethwaite and 31 others. She was bound from Whitehaven to Runcorn with a cargo consisting of 117 tons of iron ore. Her crew consisted of two only,—the master, Mr. Henry Robinson, who had no certificate,—and the mate, William Staples, who was drowned by the collision.

The "Balbec" left Havre on the 22nd October with a general cargo and several passengers, and arrived off Point Lynas on the 24th October, about 4 p.m., where she took on board Mr. Thomas Lewis, a licensed pilot, for Liverpool, and she proceeded at full speed up the channel, and at 8.20 p.m. passed the Formby Lightship. The weather at that time was described as dark, but clear, though the mate of the Crosby Lightship said that he used his fog horn from 8.25 p.m. for half an hour, as a mist came over the water from the direction of Liverpool. The water was smooth, and there was a light S.S.E. wind. No sail was set. There was a look-out man stationed on the forecastle; the master, mate, and pilot were on the bridge with glasses, and the second mate was at the con abaft. Several vessels lights were reported, and duly acknowledged from the bridge. On the "Balbec" coming abreast of the Crosby Lightship the helm was ported, and almost immediately after a vessel was reported by the look-out man a little on the starboard bow, and he sung out "Hard a-starboard." The Court could not comprehend the man's reason for this order, which was clearly wrong, the "Balbec" being already on her port helm; and the pilot's order to hard a-port, which was at once given, was correct, and the engines were ordered to be reversed full speed. Probably those on the bridge saw the danger ahead almost as soon as the look-out man, and more clearly discerned the best course to take;—too late, however, for the vessels collided, the "Balbec" striking the schooner on the starboard bow with her port bow, and after grazing along the port side of the "Balbec" the schooner disappeared astern of the steamer in the darkness. The "Balbec" was immediately brought to an anchor, and a boat went away as soon as she could be lowered, under charge of the second mate, but after the lapse of about half an hour the boat returned after a fruitless search. A vessel's riding light being visible, the boat was sent out a second time, but returned with no better result. The "Balbec" remained at anchor during the night, about a quarter of a mile inside the Crosby Lightship, and at daylight the mast-head of the schooner was visible near about the position where she sank. The "Balbec" then proceeded on her voyage to Liverpool.

According to the evidence of the mate and seaman on board the Crosby Lightship the schooner was seen beating up the channel with both side lights burning brightly; and they stated that at the time of the collision the schooner was in the act of anchoring, her jibs were being hauled down, and her sails were set, with her head about S.S.W. They witnessed the collision, and saw the schooner disappear, upon which they immediately sent their boat to her, and rescued the master, who was clinging to the main topmast, but the mate was not to be found, and his body has so far not been recovered.

In this case it was clear that when the collision with the "William Rawcliffe" took place the "Balbec" was coming up channel for Liverpool under compulsory pilotage, in charge of a pilot duly licensed for that port. All the evidence in the case went to show that the master of the "Balbec" duly performed all the duties which he was required to perform in such circumstances. It was unfortunate that just before the collision the haze which crept over the water from the direction in which both vessels were going prevented her seeing the "William Rawcliffe" until too late to avoid the disaster. Probably the fact that the schooner was so short-handed contributed to her fate, as, being about to anchor, her crew of two would be wholly occupied forward in making the necessary preparations, and consequently were unable to take heed of the approaching danger till the time for raising an alarm had gone by; and the fact that both vessels were proceeding in the same direction would account for the lights of the schooner not being seen from the steamer. The point which most exercised the judgment of the Court related to the speed at which the "Balbec" was coming up channel. It was for the pilot to regulate the speed of the vessel. This is clearly determined by very high authority in the case of the "Calabar," 2 Law Reports, Privy Council Cases, 238. The Court would regret extremely to give countenance to the notion that on a dark night, with a mist over the water, rendering it difficult to see objects on the water, it was prudent for a vessel under steam to proceed at full speed in a narrow and much frequented channel, and the Court was of opinion that the speed of the "Balbec" should have been reduced on passing the Crosby Lightship, whence the fog horn was sounding. With this remark the Court returned to Captain Hill his certificate.

T. S. Raffles,
Stipendiary Magistrate.

Edward Hight, } Nautical Assessors.
R. Ashmore Powell, }

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## "BARBARA."

The "Barbara," official number 2,939, was a brig built of wood at Sunderland in 1830, her length 81 feet 7 tenths, breadth 24 feet 3 tenths, depth 13 feet 7 tenths, her registered tonnage being $182\frac{61}{100}$ tons.

The vessel appears to have been built for the home trade and intended more for carrying a large cargo than for a high rate of speed. Her frame and planking were of English oak. In 1861 she had very considerable repairs, and the account before the Court shows that 1,099*l.* 2*s.* 10*d.*, equal to 6*l.* per ton, was spent on her. In 1873 she became the property of George Robinson and John Crossley in equal shares, the former being the managing owner. In January 1875 the Board of Trade Surveyor at Sunderland stopped the vessel, she being then out of repair, whereupon she was put into dry dock and repaired to the satisfaction of the said surveyor, at a cost per account before the Court amounting to 265*l.* 15*s.* The shipwright foreman who carried out these repairs stated in evidence that the vessel was opened out in the bow quarters and abreast of main rigging and that her timbers and planking were in good condition, and when the vessel left the dry dock she was a good strong and tight vessel, and extra good of her class.

In February 1876 she was run into by the screw steamer "Allendale," and her quarter cut down, and the rigging damaged. When the quarter was opened for repairs her timbers and planking were stated to have been in good condition.

The damages were all made good, including some new main rigging and a jib stay; at a cost of 65*l.* 18*s.* 5*d.*

At this time the vessel had two good fly wheel pumps and there were two good boats.

When laden the usual cargo of coals was about 295 tons.

On the 17th January 1876 she loaded at Seaham, 294 tons 16 cwt., and on the 10th March 296 tons, and sailed from Seaham in Durham bound for London. At the time of sailing her draught of water was 13 feet 3 inches, and as the distance of the skin from the bottom of the keel, about 2 feet 2 inches, her freeboard must have been about 2 feet 8 inches, and as the vessel had a considerable spring at either end her surplus buoyancy may be considered to have been sufficient.

At the time of sailing she was commanded by Mr. John Robinson, and there were also one mate, two able seamen and two ordinary seamen, making a total of six hands.

The pilot who took the vessel out from Seaham Harbour stated that she sailed out under topsails and foresail, and that her sails and running gear were in good condition, and that the vessel did not receive any damage or collide with anything while under his charge.

After leaving Seaham she proceeded on her voyage, and at 8.45 a.m. on the 12th March hoisted her name by International Signal Code, and passed through Yarmouth Roads, and from that time no tidings have been heard of the vessel or any of her crew, nor has any wreckage belonging to her been found. On the 13th March the wind was strong and weather very hazy.

The owners of the "Barbara" consider that she has been lost with all hands, and have paid the relatives of the crew the balance of wages due to the supposed deceased seamen.

At noon of the 12th March the master of the screw steamer "Trevethick" passed the "Barbara," off the Corton Light, then steering S.W. and by S. $\frac{1}{2}$ S., vessel under single-reefed sails. At 1 p.m. a heavy storm with snow from N.E. came on and lasted until 5 p.m. during which the steamer lost sight of the "Barbara."

From that time no tidings of the "Barbara" or any of her crew have been heard of.

The master was a sober respectable man and a good shipmaster, he was son of the managing owner and the carpenter was his son.

*Judgment.*

The Court having carefully considered the evidence in this case are unanimously of opinion that the brig "Barbara" was in every way seaworthy and fit for her voyage when she left Seaham for London, but whether the thick snowstorms obscured the lights and landmarks and so caused the vessel to strand on one of the many banks that line the coast about Yarmouth, or whether she foundered in the gale or was run down, there is no evidence before the Court that will enable it to offer an opinion as to the cause of the disappearance of this vessel.

JOHN CROZIER, J.P.
JOHN KIDSON, J.P.
GEO. H. FORSTER, ARTHUR RONALDSON, } Nautical Assessors.

## "BEBSIDE," (S.S.)

The "Bebside" was an iron screw steamer, of 607 gross 424 nett tons register, built at Low Walker, in the county of Northumberland, in 1864, her official number being 49,634. She was owned by James Laing, and another. She left the Tyne with a cargo of coals on the 15th of March last, bound to London. She had a crew of 17 hands all told, including her master, George Augustus Jacques, who was also a part owner, and holds a certificate of competency, numbered 16,068, dated 16th March 1859. She proceeded on her voyage, leaving the Tyne Piers at 8.15 a.m., with the wind blowing a moderate gale from the N.W., and clear weather, under full steam and fore and aft canvas, at a speed of nine knots, until between noon and 1 p.m., when they were abreast the Steel Rocks, near Whitby, and about 2½ to 3 miles off the shore, they caught a squall, and broke the port tiller chain, and the vessel broached to with her head towards the land, the engines were at once stopped and reversed full speed astern, the hands were called up and in less than five minutes the after wheel was connected and the helm hove hard a-starboard. The mizen and main trysails attempted to be hauled in, which was only partly done, owing to the violence of the wind, during which time the vessel would not pay off to her helm, but continued forging ahead for about a quarter of an hour or twenty minutes, when she struck heavily on the Whitby Steel Rocks. The port anchor was speedily made ready, and let go with 25 fathoms of chain veered out; she continued to strike heavily and forge ahead, the sea breaking over her, as the water flowed about 2 p.m.; the lifeboat from the Staithes came to her. Just before the crew left the vessel a rocket line was thrown over her from the shore about half-past 2 p.m. The crew took to the lifeboat and were landed at Staithes, with the exception of one man and two boys, who left the ship in a coble a short time before. No lives were lost.

*Judgment.*

After careful consideration of the evidence that has been adduced in this case, together with the master's statement. The Court is unanimously of opinion that the stranding and total loss of the S.S. "Bebside" arose from the accidental breaking of her port tiller chain, when so near the weather shore, causing the vessel to broach to, and to become unmanageable. Prompt and energetic efforts appear to have been made by the master in the emergency, but proved ineffectual. The Court therefore acquit the master of default for the loss of that vessel, and return to him his certificate.

HENRY MILVAIN, J.P.
CHARLES HENRY YOUNG, J.P.
EDWARD HIGHT, G. TREFUSIS HOLT, } Nautical Assessors.

## "BISCAY," (S.S.)

The "Biscay" was a screw steamship of 901$\frac{93}{100}$ tons gross and 571$\frac{52}{100}$ tons register, and belonged to Mr. Henry Nelson, of Westoe, in the county of Durham, shipowner, and others. She was built of iron at Low Walker on Tyne in the year 1873. She had one deck, two masts, and was schooner rigged.

This vessel left Cronstadt on the 30th of September last, on a voyage to Bremerhaven, in Germany, with a full cargo of rye. She was manned by a crew of 21 hands all told, and commanded by Mr. William Stevenson, who held a master's certificate of competency. At 3 p.m. of the 5th of October the Hanstholn Lighthouse was sighted, it bore S. by E., distant about nine miles. A W. by S. course, which had been steered since four that morning, was continued till noon of the following day, the 6th, when it was altered to W.S.W., and at 4.30 p.m. it was again altered to S. by W.; at midnight the second mate took the watch. The first mate, whom he relieved, hauled in the patent log, which registered 131 miles from Hanstholn Lighthouse; he went and informed the captain, who was in his berth, of the distance run, and directed the S. by W. course to be continued till 4 a.m. At this time a strong sea was running, and a strong gale blowing from the west, and the vessel's speed was about 7½ knots an hour. About 1.20 a.m. she struck on a reef. She bumped repeatedly, and the captain and first mate came on deck; the helm was put to port, and the engines reversed full speed astern. The boats were ordered to be got ready for lowering, the lifeboat was swung out, and while the crew were engaged in getting the pinnace ready, the master ordered the engines full speed ahead, which caused the vessel to forge over the reef; this was about half an hour after she had first struck. She was then sounded, and water was found in the main hold and fore peak. The steam pumps were worked, and they kept the water under for some time. It was discovered that two of the plates had started on the starboard side, below the water line, abreast of the main hatch. The water ultimately gained on the pumps, and gave the vessel a strong list to port, and between 1 and 2 p.m. it was found that she was settling down fast. All hands were then summoned on deck, and ordered to take to the lifeboat, the pinnace having been stove by a heavy sea, and rendered useless. The lifeboat was lowered with considerable difficulty and risk, and the chief mate and nine others of the crew jumped into it. The captain, seeing that the boat was nearly full of water, and fearing she would get stove, ordered the boatswain to let go the painter. She was freed from the vessel, which steamed gently ahead. Those in the boat in about three-quarters of an hour afterwards saw the vessel founder, head foremost, with the remaining 11 hands, including the captain, on board, and no more was seen of them. The lifeboat with her living freight of 10 hands, after 25 hours exposure, and without food, were safely landed on the island of Amrum in Jutland.

In this inquiry the Court has been placed in some difficulty, owing to the master having been unfortunately lost, and in the loss of the ship's log.

The Court finds it impossible to reconcile the evidence of the first mate as to the courses steered with the fact that the vessel struck on the Horn Reef, as these courses would have placed her about 50 miles to the westward of the reef.

The Court is rather of opinion that sufficient allowance was not made for leeway and current, considering the strong gale which had been blowing since passing the Scaw, and that she must have been set to the eastward, and thus have struck on the outer edge of the Horn Reef, receiving so much damage that she subsequently foundered.

The Court regrets the deplorable loss of life in this casualty, but attaches no blame to the master after the vessel struck, the whole evidence tending to show that he acted in a skilful and brave manner, and refused to go into the lifeboat, the only boat serviceable (the pinnace having been stove in), saying, "I must be the last man to leave the ship."

J. H. PATTESON,
Stipendiary Magistrate.
HENRY KNOX, JOHN S. CASTLE, } Nautical Assessors.

## "BOYNE," (S.S.)

The S.S. "Boyne" was an iron screw steamer belonging to the Royal Mail Steam Packet Company of London, official number 65,634, built at Dumbarton in 1871, and of the following dimensions: Length 372·0 feet, breadth 40·6 feet, depth ext. 33·4 feet. Her registered tonnage was 2,084$\frac{52}{100}$ tons, and she was fitted with two compound engines of 500 horse power nominal.

She left Buenos Ayres on the 15th of July last with a full general cargo, and after touching at various ports in Brazil, finally reached Lisbon on the morning of the 11th of August, which port she left on the same afternoon, carrying H.M. mails, about 140 passengers, and a crew of 112 persons all told, including the master, Mr. R. H. Macauley, who holds a certificate of competency as master.

The "Boyne" was well and efficiently found in every respect. She had ten boats. Her compasses were excellent, and the vessel herself in admirable order and condition.

All proceeded well, and nothing particular occurred until arriving off Cape Finisterre, which cape bore due east of them at 0.55 p.m. on the 12th.

About 2 p.m. Cape Villarno bore due east, distant eight to nine miles, and from this point they took their departure.

The weather was fine, but hazy, with a moderate S. W. wind.

The course steered from a position off Cape Villarno was N. 38 east by the standard compass, variations as per azimuths and amplitudes 14 west. This course was continued until 7 a.m. on the morning of the 13th, when it was altered to N. 40 east, variations still the same.

This course was steered until 3 p.m. when it was again altered to N. 44 east, which course was continued until she stranded.

During the first watch on the 12th, Captain Macauley took an altitude of the Pole star for latitude, and in the middle watch on the morning of the 13th Mr. J. H. Buckler, the third officer, took two different altitudes of the same star.

At 7.47 a.m. or thereabouts on the 13th, Mr. Butler, the second officer, took sights for chronometers, and, at 8.30 a.m. Captain Macauley took sights himself. These sights were worked out for longitude with the latitude deduced from the observations of Pole star, taking the night and morning previous.

After the morning sights were taken, no further observations were obtained, as the weather had become very thick and hazy, with frequent showers of rain.

At noon on the 13th the latitude by these observations was assumed to be by account 47.20 N., and the longitude by account 6.49, and by chronometer 6.25 W. Course and distance to a point 15 miles west of Ushant N. 30 east, 85 miles.

Captain Macauley had such complete confidence in the accuracy of his position, and placed such reliance on his reckoning, that he did not hesitate to push his vessel along on the same course.

At 5 p.m., the weather still continuing very thick, with light S.S.W. winds, the vessel's engines were stopped and a cast of the lead taken in 75 fathoms fine grey sand. At 5.20 p.m. engines were started on again at full speed about 12 knots per hour.

Sometime about 7 p.m. they passed a barque steering to the N.N.E., but as the wind was light she was soon lost sight of.

Soon after 7 p.m. the lead was ordered to be got ready for taking another cast at 8 o'clock. About seven the watch were actually called aft, and the quarter-master Frederick Ruddock was in the act of bending on the lead to the line in the starboard fore lifeboat, when Clarke, the look-out man, reported something ahead. He called out again almost immediately "Rocks ahead," and then "Rocks close under the bows." It is stated that the second officer heard the second report but not the first. The helm was instantly put hard a-port and engines stopped, but before the vessel could answer her helm she struck the rocks just under her port bilge at 7.40 p.m. and remained fast.

The weather at this time is described as very thick, the fog driving along in large masses like clouds.

As the vessel began to fill rapidly the boats were instantly called away, and in some 15 minutes after the disaster the whole of the passengers and crew were safe in the boats, and waiting further orders under the lee of the ship. They eventually landed that same evening on the Island of Molene.

Captain Macauley and two or three hands with the dingy remained on board the ship all night and until 1 p.m. the following day, when she was finally abandoned.

Two of the coal trimmers, named J. Sandiford and W. Speary, were unfortunately lost. It is supposed they were in the bunkers when the ship struck the rocks.

There are two points involved in this case which required the greatest consideration;—1st the navigation of the ship; 2nd the cause of the disaster.

(A.) As regards the navigation of the "Boyne," the Court are of opinion that up to noon of the 13th every possible care and attention had been paid by Captain Macauley and his officers. They regret, however, that taking into their consideration the state of the weather, and the entire absence of good and reliable observations for latitude at noon of that day, by which alone the longitude by chronometer could be depended on, Captain Macauley did not, when he found the weather was becoming thicker, haul his vessel half a point more to the northward, instead of which at 3 p.m. the course was altered to N. 44 east, or four degrees more to the eastward.

We cannot entertain Captain Macauley's statement as to an indraught to the eastward of four miles an hour from noon up to the time of the casualty, but attribute this difference to an error in the longitude at noon combined with some indraught, and we think it was most unwise to trust so implicitly to the ship's position at noon on that day, deduced as it was from indifferent observations.

(B.) Considering the state of the weather which was described as thick with heavy driving fog clouds, limiting observation to some 400 or 500 yards, and the well known numerous surrounding dangers in the vicinity of Ushant, the Court regret that Captain Macauley did not as a necessary precaution take another cast of the lead at 6 p.m., and again at 7 p.m.; had he done so at the last-named hour he would instantly have been apprised of his danger, and in all probability have saved his ship.

We therefore attribute the loss of the "Boyne" solely to neglect in not using the lead more frequently when approaching Ushant in thick weather.

In concluding this report the Court wish to express their opinion as to the conduct of Captain Macauley under such trying circumstances after the disaster, and their admiration of the masterly and seamanlike manner in which the boats and their crews were handled, whereby every passenger and the entire crew, with the exception alluded to in the narrative, were in safety, in some 15 minutes after the vessel struck the rocks, and that the only casualty to life arose from the rapidity with which the ship filled after striking, thus exemplifying the perfect and thorough discipline of the ship.

We would also call attention to the fact that after everyone else had left the vessel Captain Macauley, with two or three hands and a small dingy, remained on board all that night and until 1 p.m. the next day.

JOHN H. COOKSEY, J.P.
ALFRED PEGLER, J.P.
CHAS. E. PRYCE, WILLIAM CURLING, } Nautical Assessors.

## "BRIGADIER," (S.S.)

The "Brigadier" is an iron screw steamer, official number 7,263, of 298·90 tons register, built at Jarrow, in the county of Durham, in 1855, owned by the Tyne Steam Shipping Company, Limited. She is schooner rigged, and fitted with compound engines of 70 horse power.

This vessel left Newcastle on the 6th instant, bound for Hamburgh, with a general cargo, and one passenger, under the command of Mr. Thomas Harley, who holds a certificate of competency, numbered 1,876, and had a crew of 19 hands all told; the chief engineer, Mr. John Brown Barker, holding a certificate of service, numbered 2,309. Nothing of importance occurred until 3.10 p.m., at which time the ship was going full speed. The third engineer, who was in charge of the engines, and the fireman on watch, were both on deck, and the three firemen off duty were in their berths, which were situated in the after part of the engine-room. At this time a report was heard, followed by an escape of steam; an attempt was immediately made by the chief engineer and others of the crew to get below, but they were unable to do so, from the rush of steam escaping from cylinder. After waiting for about 10 minutes, until the steam had partially cleared off, the engineers and a seaman went below, and discovered Cairns, one of the firemen, badly scalded, and Clarke, another fireman, hanging by the leg, and apparently dead. These men were at once removed to the deck, when Clarke was found to be dead, and Cairns died 24 hours after. Upon an examination being made of the engines, it was found that the cover of the high-pressure cylinder was broken and tilted; and upon subsequent examination, the junk-ring was found broken in seven pieces. Sail was then made on the ship, and ultimately she was taken in tow by a steamer, and towed into Hartlepool, where she arrived at 4 p.m. on the 7th.

*Judgment.*

The Court having carefully considered the evidence in this case, find:—

1st. That the accident was caused by the breaking of the cast-iron junk-ring of the high-pressure piston, which fractured the cylinder cover.

2nd. That the junk-ring was defective by reason of a crack, which the Court believes had existed for some considerable time previous to the accident.

3rd. That the owners are in fault for not causing a more frequent and careful examination of the piston to be made.

4th. The Court recommends that the cast-iron junk-rings now in use by this company be replaced by wrought-iron ones.

5th. That the chief engineer of the steamer is also at fault for not having examined the piston for nearly three months, and also for the loose discipline which admitted of the engine-room being left without anyone in charge. The Court admonish him to be more careful for the future, but return him his certificate.

6th. The Court is further of opinion that the examination made by the Board of Trade surveyor was not so complete as it ought to have been, considering he found the cylinder and piston open for inspection at the time of his survey.

C. F. Jackson, J.P.
Thomas Bell, J.P.

Robt. Murray, John S. Castle, } Nautical Assessors.

## "BRITANNIA," (S.S.)

The "Britannia," official number 52,880, was a paddle wheel steamer of 420 tons gross, and 264 tons register, built at Glasgow in 1866, and worked by two engines of the combined power of 150 horses. She was schooner rigged. Her port of registry was Leith, and she was owned by Donald Currie, of Liverpool, and others.

She left Leith at 5.45 p.m. on the 18th October 1875, the wind was strong at S.E. and weather threatening, bound for Newcastle, with a general cargo, her draught of water being 9 ft. 7 in. aft and 8 feet 5 in. forward. Her crew consisted of 19 hands, including George Figgins, the master, who holds a certificate of competency as master, No. 25,018, and W. B. Sanderson, mate, who also holds a certificate of competency as master, No. 32,065.

About 8.45 the Bass Rock was passed, and a course S.E. ½ E. was steered. The wind appears to have increased continually from the time of leaving until at 11.45 p.m., when it was blowing a hard gale. The engines were eased to half speed, the same course being continued. During the night a sea was shipped which carried away the fore-gangway and started steerage companion. At 9 a.m. on 19th October the gale was still increasing, when, after consultation with the mate, the master determined on seeking shelter in Holy Island Harbour, and bore up for the entrance, at the same time hoisting signal for a pilot. The entrance to the harbour appears to have been made out. There was too much sea on the bar to allow a pilot going out to the vessel. Signals were, however, made to the vessel from a pilot boat how to steer. At 9.15 a.m. when on the bar, and steering for the harbour, it is in evidence that a sea struck the vessel on the starboard quarter, causing her to swerve to the northward, when she immediately struck on the Burrows Ridge. The engines were stopped and reversed, but the tide falling, it being then half ebb, the vessel remained fixed. The passengers were landed in fishing cobles from the harbour; on the tide rising further attempts were made with the engines to get the vessel off, but they were of no avail, as she made water and filled as the tide rose. At 1.30 p.m. crew left in the lifeboat, the water being now nearly on a level with the fires. At 4 p.m. the mainmast fell over the side, and the vessel commenced to break up, and the master and mate left her, being the last on board.

With reference to the following Admiralty instructions: "Beacon on the Heugh. When pilots cannot go off the "flagstaff is struck; but when the weather and tide serve, it "is erected, and a blue flag shown."

The Court think it right to observe that these instructions were not carried out, for although the flagstaff was erect no flag was hoisted.

The Court, having carefully considered the whole evidence and circumstances of the case, finds that the paddle steamer "Britannia" was lost on the 19th October last, on the Burrows Ridge, owing to stress of weather whilst endeavouring to get into Holy Island Harbour. The Court is of opinion that the master showed a sound discretion in not continuing his voyage to Newcastle, and also that he was, under the circumstances, warranted in seeking shelter in Holy Island Harbour.

The Court therefore returns to the master and the chief officer their certificates.

William Steven, J.P.
James Powrie, J.P.

R. Ashmore Powell, C. Y. Ward, } Nautical Assessors.

While concurring in the above finding, I am of opinion that it would have been more prudent on the part of the master had he turned the vessel and run to the Firth of Forth for shelter during the night, when he found the gale to be increasing, so much as to render it necessary to ease the engines.

C. Y. Ward.

## "BRODICK CASTLE."

The "Brodick Castle," a sailing vessel, was built of iron, at Whiteinch, in the county of Lanark, in the present year. She has two decks and a poop and forecastle, three masts, ship-rigged, of 1,785 tons register, and the property of Messrs. Thomas Skinner, of Roland House, Roland Gardens, South Kensington, shipowner, Archibald Arroll, of Dixon Street, Glasgow, merchant, and William Birrel, of Royal Exchange, Glasgow, insurance broker.

This vessel was built by Messrs. Wingate and Co., under the special survey of Mr. Lawrence, Lloyd's surveyor, and classed "A 100," being the highest class. She was fitted with wire rigging, and her lower masts, bowsprit, lower yards, and lower top sail yards were of iron. She was brought round from Glasgow to London in August last, and after undergoing the usual survey, took in a cargo of general goods, and from 400 to 500 tons of railway iron. She was bound for Auckland in New Zealand, and commanded by Mr. James Thyne, who holds a master's certificate of competency, and manned by a crew of 56 hands all told, and carried 309 passengers, most of whom were emigrants.

While the vessel was lying at Gravesend her cable parted, and she ran on to a mud bank. She was got off apparently without injury; she was then resurveyed, at the request of the Chief Emigration Officer for London, by Messrs. Wimshurst and Brown, Board of Trade surveyors. These gentlemen pronounced her to be in a perfectly safe and satisfactory condition, and fit to proceed on her intended voyage.

Accordingly she left Gravesend on the 6th of October, and 4 p.m. of Saturday, the 9th, the pilot left her off the Start Point. All went well till the following Monday, the 11th. At noon of that day she was in latitude 47° 58′ N., longitude 6° 30′ W., a strong breeze was blowing from the N.W., the ship was under fore courses, lower top sails, upper main top sail, two jibs, foretopmast staysail, and spanker, and heading W.S.W. to S.W., a heavy cross sea was running from the westward, and she was close hauled on the starboard tack.

At 12.30 p.m. the fore and main topmasts and mizen topgallant mast broke, the foretop gallant yards splitting the fore sail and lower foretop sail as they fell. The ship was labouring heavily, and the master ordered the broken spars and wreckage to be cut away. At 2 p.m. of the following day, the 12th, the master determined to bear up for Falmouth; the wind was then blowing a moderate gale from the N.W., with heavy squalls and sea running.

At 4 p.m. the lower main and top sail braces carried away; by midnight they were secured.

On the 13th, at 6 a.m., the main and lower topsail yards again got adrift and swung about, striking the mainmast.

It was then discovered that the mainmast had sunk about eight inches, the rigging became slack, and orders were given to cut the lanyards; but before this could be effected the mainmast broke about three or four feet from the upper deck, and went over the starboard side, carrying away the cross jack and mizen top sail braces; the mizen top sail yards being then unsupported, the rigging slackened so much that the mizen mast broke about four feet above the deck, and fell on the poop, killing one seaman and injuring two others, who were engaged in endeavouring to secure the yards.

The fore sail and foretop sail were then furled, and a jury mizen mast was rigged, and the ship kept to. At this time a heavy gale was blowing from the N.W. At sunset of the 15th the gale broke, and the sea went down, the ship was then heading W. ½ N.

On the 16th at 9 p.m. the steamer "Cleveland," of Newcastle, hove in sight, and in answer to signals of distress bore down to their assistance. The steamer ultimately towed the "Brodick Castle" safely into Falmouth, on the afternoon of the 18th of October. It was then found that she was unusually tight, making no water, and that her cargo had not shifted.

This inquiry, as placed before the Court, suggested three questions for its consideration:—

1st. The efficiency of the masts.

2nd. The stowage of the cargo.
3rd. The cause of the dismasting.

With reference to the first question, viz., the efficiency of the masts,—according to the evidence of Mr. Wingate, who built the vessel, they were constructed under the specification of the best Consett iron, and the rigging was of steel wire, 4½ inches in circumference. If the masts and rigging were in accordance with the specification, there can be little doubt but what they were sufficient.

But subsequent evidence was tendered which pronounced the material of the masts to have been "very bad."

A personal inspection of some pieces of both the main and mizen masts did not afford the Court much information. It is true that the iron was much crystalized, but whether from originally bad iron or impact of the blow necessary to detach the parts, the Court is not prepared to say. That the surveyors now having surveillance of the ship at Plymouth have allowed both the fore and mizen masts to be restepped, is a proof that they are satisfied with the material and workmanship. In fact it is very difficult to form an opinion of the quality of the iron produced, unless it had been subjected to proof test, both with and across the grain.

As to the second question, viz., the stowage of the cargo,—it appeared that the ship was not overloaded; that her main draught of water was 17 feet 7 inches, and that she had on leaving Gravesend a clear side of eight feet. Her calculated deep load line was a mean of 20 feet 6 inches. It only then remained to go into the mode of the disposal of the cargo in the holds. This is fully set out in the evidence.

It is only necessary for the Court to call attention to the fact that the dead weight, consisting of railway iron bars, between 400 and 500 tons, was first stowed solid upon the skin of the ship, fore and aft, from 15 feet abaft the fore mast to the after part of the after hatchway. The stevedore who stowed the cargo stated that it was only interlaced or crossed where the railway carriages were, and that three-quarters of an inch of dunnage was used between the layers. The Chief Emigration Agent for London, Captain Sconce, stated that he visited the ship occasionally, and saw some of the iron stowed in the lower hold, and thought it satisfactory; that one or two tiers of bars were stowed solid at the bottom, and the rest was chequered well up. On the other hand, Captain Stoll of the Royal Navy, Chief Emigration Agent at Plymouth, was at issue with his brother agent. Captain Stoll had been down in the hold when the ship was at Plymouth and he considered that the iron was stowed too thick, and that it should have been raised four feet higher, and the wood between the layers was so thin that (to use his own expression) the whole bulk might be called stowed in a lump; and, furthermore, that it was not stowed grating fashion down to the skin. Captain Stoll further stated that the solid mass of iron as he described was 3 feet 5 inches in height, which formed a platform for the railway carriages, and in amidships were more bars of iron 2 feet 6 inches in height, which, together with railway wheels, blocked the carriages aft to prevent them fetching way; and he concluded his evidence by saying that he would have had the iron raised 4 feet; that in his opinion the stowage was not good, and the iron too low down.

Without attempting to reconcile the difference of opinion between these two responsible officers, the Court can only point to the fact that the evidence goes to show that the way in which this ship was stowed with the iron upon the ceiling was the modern way of stowing a cargo, and in accordance with the usual practice. Commercially, no doubt, this mode is the most desirable, as the ship will stow more. But, practically, the mode of raising the cargo is the safest, and least likely to endanger the masts in a seaway. For it is obvious the more the dead weight is raised, in reason the less will be the arc of a circle the vessel will describe in rolling. In vessels of this proportion of breadth to depth, where the 'tween decks is taken up for emigrants, the more the centre of the weight can be kept up towards the middle of the ship the easier would she be in a sea-way.

3rd. The security of the masts is a question of practical seamanship, and of great importance. The proper setting up of the rigging is entirely within the province of the officers of the ship. The "Brodick Castle" left Glasgow for London in August last with new rigging and new lanyards, and brought round a cargo of 850 tons of coal and pig iron. It is reasonable to suppose that the new rigging would settle down to its nip, and that the new lanyards would also give out. That this was the case is obvious, for the chief mate stated that he called the captain's attention to it while in the London Dock, to which the captain is said to have replied "that it would do till we got into fine weather." The second mate and the boatswain both confirm the statement of the chief mate, that the rigging was slack before leaving London, and although the ship remained five days at Gravesend, this necessary operation was neglected. The Court, therefore, cannot but think that this neglect of a seamanlike precaution was the primary cause of the subsequent disaster. As the captain was made a witness, his certificate was returned to him, but the Court would not be doing its duty if it did not notice this neglect of an ordinary precaution.

Before concluding this report the Court desire to call attention to another subject of much importance (both to owners and others) that was elicited in the course of the inquiry. Looking to the fact that so many iron sailing ships have recently been dismasted, the Court take this opportunity of stating that it would, in their opinion, tend greatly to the safety or efficiency of this class of ship, were they to have channels or guard boards fitted. By this means a greater spread would be given to the rigging, thereby affording better security to the masts, than by the present mode of bringing the shrouds inboard, the chain plates of which are nearly in all cases fitted at the gunwale against the inside of the sheerstrake.

JOHN BALGUY,
Stipendiary Magistrate.

HY. HARRIS,
W. H. TURNER, } Nautical Assessors.

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## "BROTHERS PRIDE."

The "Brothers Pride," is a wooden barque, built at St. John, N.B., in 1866, of 442 tons registered, and is owned by Messrs. A. L. Palmer, of that place, and others. She sailed from St. John's on the 18th December last, bound for Liverpool, with a crew of 10 hands all told, and a full cargo of timber, having a moderate deck load, and under the command of Mr. Jeremiah Joseph Brownell, who holds a certificate of competency as master, granted in Canada, 25th November 1872.

On the 3rd January, in consequence of bad weather, they threw over their deck load, having taken in a large quantity of water, but on the 17th they were off Point Lynas, and at 9.45 a.m. were taken in tow by the steam tug "Knight of the Cross," and about 11 a.m., Mr. John Bentley, a duly qualified licensed pilot of the second class, boarded her and took charge of the ship, ordering a course S.E. by E. ½ E. The weather, which at that time was hazy with a light breeze, after 1 p.m. became thick with small rain. About 3 p.m., when they could only see about a quarter of a mile around them, a fog-horn was heard, supposed to be from the Bar Lightship, and soon after a red buoy was seen abaft the beam, upon which the pilot ordered the tug to port the helm, but in about ten minutes the ship took the ground and remained fast.

The tug failed to get her off, the tide was then falling, and nothing more could be done. The master proceeded to Liverpool in the tug for help, and returned towards the ship with 20 men, but could not reach her, owing to a strong westerly wind that night. The crew left her at 2.30 a.m. on the 18th, in the New Brighton lifeboat, and were landed there.

They returned to the ship on the following day, when it was ascertained that she was on the Mad Wharf Bank, near Formby, and eventually her cargo was taken out of her, and after 10 days she was got off, and brought to Liverpool, being materially damaged.

The Court acquitted the master of all blame and returned to him his certificate. The vessel was under the charge of a duly licensed pilot, whose orders were all obeyed, and he alone was to blame for the disaster. He had intended to bring the ship through the Queen's Channel, and appeared to have mistaken the buoy which he saw, and which was at the entrance to the Formby Channel for the buoy at the entrance to Queen's Channel, and he only discovered his mistake when too late.

The leads and lines were on deck ready for use, but the pilot did not appear to have availed himself of them, when in thick weather they might have aided him in piloting the ship.

T. S. RAFFLES,
Stipendiary Magistrate.

R. ASHMORE POWELL,
THOS. BEASLEY, } Nautical Assessors.

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## "CALCIUM," (S.S.)

The "Calcium" was a British steamship built of iron at Dublin in 1870, and was afterwards lengthened about 20 eet in 1873. Her length was 146·65 feet; her breadth 20·4, and her depth 10·3. She was of the registered tonnage of 140·72, her official number being 58,420.

She had two compound inverted engines of 45 nominal horse power, and was lugger-rigged. She was owned by the Kirkcaldy and London Steam Shipping Company (Limited), of which Mr. John Annan Simpson, of Leith, is managing owner.

The vessel was registered at Kirkcaldy, and was under the command of John Hogg, who had a certificate of competency as first mate, which was lost when the vessel was wrecked.

The "Calcium" left Middlesbro' about noon on the 3rd of May current with a cargo of 285 tons of pig iron bound for Leith. Her crew besides the master consisted of first and second mates, first and second engineers, two firemen, and three sailors. The vessel appears to have been in good condition and well manned when she left Middlesbro'. She was then drawing 10 feet 3 or 4 inches aft, and 8 feet 3 or 4 inches forward; the weather was fine, the wind light from the S.E., and rather hazy. She then proceeded on her voyage until about 10 minutes to 10 o'clock of the same evening, when the Farn Island Lights bore nearly east, about half a mile off. The vessel was then steered N.N.W. for about 40 minutes, during which time she was going at the rate of about six knots an hour. The course was then altered to N. ¾ W. or N. by W. The Swadman Buoy was not seen. At the time the course was changed to N. by W. the engines were slowed to half speed, and the ship then made from 2½ to 3 knots an hour.

At this time the weather became thick, so as to obscure the leading lights of the Farn Islands. The master was on the bridge during all this time, and a careful look-out was kept. About 5 minutes to 11 p.m. a buoy was reported on the port bow; the captain immediately ordered the helm hard a-starboard, and about two minutes thereafter, and while the vessel was answering to her helm, she struck on what proved to be the Goldstone Rock. The captain gave orders to stop the engines, which was immediately done; he then gave orders to go slow ahead for the purpose of keeping her on the rock, and finding that the fore compartment was filling with water he ordered the boats to be cleared away, the fires to be drawn, and the steam blown off, all which was done. The vessel had two boats, a lifeboat on the starboard side in the davits, and a jolly boat on the port side. The lifeboat was lowered down nearly to the water, and the after tackle unhooked. The jolly boat was lowered into the water clear of the ship. Within the space of from 10 to 15 minutes from the time she struck the vessel slipped off the rock, and went down bow foremost, dragging along with her the lifeboat, which was still fast to the foremost tackle. The two engineers, one fireman, and a seaman got away in the jolly boat, and they afterwards picked up the other fireman who was floating on a piece of the wreck. The captain and one of the seamen got into the lifeboat, and the ship immediately afterwards going down, they jumped into the water, and saved themselves first by clinging to the bottom of the boat and then to the mast of the vessel. The jolly boat meantime after looking out for the rest of the crew, and shouting to attract their attention, proceeded to Holy Island, where they gave information of the disaster, on which a tug and several fishing boats proceeded to the wreck and rescued the captain and seamen who were clinging to the mast.

After a careful consideration of the evidence, the Court is of opinion that the master of the "Calcium" was justified in taking the passage inside the Farn Islands, as the weather was then clear, and further that he was watchful and attentive to his duties whilst the ship was in the channel. The Court, however, consider that he committed an error in judgment in not anchoring when the weather became so thick as to prevent his seeing the Farn Lights which were his only guide for passing through the Goldstone Channel.

The master appears to have done his utmost to save life when the ship struck upon the rocks, and the melancholy loss of three lives was occasioned by the ship suddenly slipping off the rock and sinking in deep water, before the boats could be effectually cleared away.

The Court admonish the master to be more careful in future, and recommend the Board of Trade to grant him another certificate of the same class as that which was lost when the vessel sunk.

Wm. Drysdale, J.P.
Edward Taylor, J.P.

R. Ashmore Powell, Geo. Burnett, } Nautical Assessors.

## "CALCUTTA."

The "Calcutta," official number 69,606, was a wooden ship, built at Quebec in 1874, and owned by Mr. James Gibbs Ross, of that place, and was registered there of 1,428 tons. She sailed thence on the 4th November 1875 for Liverpool under the command of Mr. Thomas William Tyrrell, who holds a certificate of competency as master, No. 91,744, with a crew of 27 hands all told and one female passenger, and was laden with timber. She was in good condition and well found in every respect. Nothing important occurred until 11 a.m. on the 7th, when the wind being fresh and the vessel under all plain sail, she passed Cape Rozier, N.B., bearing W.S.W. distant six miles. From this point a course was shaped S.E. by S. so as to pass four miles to the northward of Bird Isles. During the day the wind was strong and weather dark with snowstorms, so that no observations could be taken. At midnight the patent log showed 90 miles from 11 a.m., equal to seven miles an hour. The main topgallant sail was taken in, the vessel rounded to, and a cast of the lead was taken, giving 56 fathoms sandy bottom. The vessel then proceeded on a S.E. course till 1 a.m. on the 8th when the wind having hauled to the northward the course was changed to E. and a cast of the lead was said to be taken in 27 fathoms sandy bottom, giving then three to four knots an hour. Between 1 and 2 a.m. the master went aloft twice, and also sent a man up to look for the Bird Islands Light, but it could not be seen. About 2.10 a.m. the master, who was on the poop, saw land nearly ahead, and at once ordered the helm hard up, and tried to wear ship, but in doing so she ran ashore on the beach of Gross Island, the look-out man never reporting land till after she struck. Soon after striking the topmasts were cut away and the vessel filled with water. At daylight the boats were got out, and the mate and eight of the crew, against the orders and advice of the master, got into one of them and abandoned the ship; but had scarcely proceeded 100 yards when she capsized, and all of them were drowned. Nothwithstanding this warning, the remainder of the crew, with the female passenger, went into the longboat, and called for the master to come with them, or they would leave him. Not being able to swim he lashed a ladder to his body, and went into the boat against his will. This boat was also capsized, and out of the 19 persons in her only the master, three seamen, and a boy reached the shore alive. Subsequently the greater portion of the cargo, stores, &c. was landed, the master remaining on the island till July in this year. On landing the compasses it was found that they were ¾ of a point in error, the ship having sailed that quantity too much to the southward.

There was considerable difficulty in arriving at any conclusion as to the cause of this disaster, as the only witnesses before the Court were an inexperienced boy and a Spaniard who was almost ignorant of the English language, and from their evidence nothing could be adduced to account for it. The master was the only person who could give any account of the circumstances, and by the advice of his solicitor he declined to make any statement while his certificate was in peril. The summons against him was therefore withdrawn by the solicitor to the Board of Trade a course approved by the Court, and the master gave his evidence on oath.

The Court having heard the master, found that there were three causes which led to the loss of this ship, first, an error in the compasses; secondly, an error in estimating the distance run; and thirdly, that the look-out man must have inefficiently performed his duty. The master appeared to have been constantly on deck and attending to his duties, and did not seem to have been in bed from the time of leaving Quebec. The loss of life was to be attributed to the insubordination of the crew in leaving the vessel against the master's orders and advice. Had they remained on board until the next morning all could have been landed in safety.

T. S. Raffles,
Stipendiary Magistrate.

Geo. H. Forster, A. Ronaldson, } Nautical Assessors.

## "CARTHAGINIAN" and "BIOLA."

The "Carthaginian," official No. 7,029, was a wooden vessel, built at Prince Edward's Island, in the year 1850, of 146 tons register, and is owned by George Perkins Ward, of Teignmouth. She is brigantine rigged, with one deck. She left Teignmouth with a cargo of pipeclay, 285 tons, on the 27th day of November 1875, at 6 a.m. bound for

Glasgow. All went well until 3 a.m. of the 30th of the same month, at which time she was 8 miles N. by W. of the Smalls, a strong breeze from E. to E.S.E., heading N.E. on the starboard tack. The night was dark. The mate in charge of the watch saw a vessel's green light about four points on the port bow, about a mile distant. In a very short interval of time he observed a white light above the green light, and being at a loss to make it out called the master, who at first taking it for that of a steamer, continued her course. On nearer approach he thought it must be a sailing vessel, and expecting her to observe the rule of the road and pass under his stem kept his course by the wind. Finding she did not do this, and that a violent collision would be the consequence of his continuing on, he starboarded his helm in hopes of passing under the vessel's stern, or at least avoiding a collision, end on. His vessel fell off about four points, when she struck the other vessel on the starboard quarter, carrying away her own jibboom, headgear, port bulwarks, and surging on the swell, lifted her bowsprit, ripping up her forecastle deck, and breaking two beams. The other vessel, which was the larger of the two and being to windward, was surging heavily on the bows of the "Carthaginian."

The watch below rushed up, and asserted that the water was rushing in through the bows. The master of the "Carthaginian," fearing his vessel was foundering, ordered the crew to jump on board the other vessel to save their lives, which they all succeeded in doing, and the vessels separated. The latter proved to be the Swedish barquantine "Biola," bound from Hudickswall to Fleetwood, with a cargo of timber. After assisting the crew of the "Biola" to trim sails and try pumps, the master of the "Carthaginian" appears to have requested the master of the "Biola" to tack ship, and stand back in search of his vessel. When daylight broke, a look-out from aloft failed to show any signs of her, and concluded she had foundered. The crew were conveyed by the "Biola" to Waterford, which thence proceeded to her destination, viâ Fleetwood. About noon of the same day the paddle steamer "Briton," bound for Wexford to Bristol, fell in with the "Carthaginian" about seven miles S. of the Tuskar, with 5½ feet of water in the hold, took her in tow, leaving hands on board to pump, and brought her into Milford. The evidence of the crew of the "Carthaginian," also of the second officer of the "Briton," and of the shipwright placed in charge of her by the Receiver of Wreck at Milford, has been taken by the Court, but a communication received from Messrs. Ingledew and Co., solicitors, of Cardiff, the present solicitors for the "Biola," states that they have advised their clients to absent themselves from this inquiry, although the Court had expressly adjourned it to enable them to do so. By advices from the Board of Trade the inquiry was carried on in their absence.

Although *primâ facie*, the evidence given tends to the conclusion that the collision was caused by the default of the "Biola;" the Court feel, in the absence of any evidence on her behalf, that they cannot come to any decided judgment on that point.

*Judgment.*

After carefully considering the evidence bearing on the damage sustained by the "Carthaginian" at the time of the collision, and having inspected the vessel as she now lies in this harbour undergoing repair, the Court, taking into consideration the dangerous nature of her cargo, that she was heavily laden, also her age and build, together with the darkness of the night, consider the master and crew were justified in abandoning their vessel.

T. Skone, J.P.
Richard Carrow, J.P.
Thomas Oates, Thos. Brooks, } Nautical Assessors.

## "CATHERINE AND HANNAH."

The "Catherine and Hannah," official No. 2,078, was a brig, built of wood at Sunderland in 1827, and owned by Mr. James R. Walker, of South Shields, at which port she was registered 237 tons.

This vessel, having taken about 360 tons of coal, sailed on the 12th day of October 1875 from South Shields for Branshausen. She had a crew of nine hands, including Robert Laing, the master, who has no certificate, her draught of water being 14 feet 9 inches forward, and 14 feet 7 inches aft (her trim being 2 or 3 inches by the head); her free board was 3 feet 4 inches.

Nothing of importance occurred until about 5 a.m. on the 14th ultimo, when the wind being N.N.E., course S.E. and E., the topgallant sails were taken in, and at 7 a.m., the wind hauling to the eastward, the vessel was put under doubled-reefed topsails and foresail.

At this time Flamborough Head bore about W.N.W., 50 miles.

During the voyage from South Shields, while the weather was fine, the vessel only required pumping some 10 minutes every two hours, but as soon as she came under the double-reefed topsails she began to make water rapidly, and the hands were sent to the main pumps (the vessel having two main and one fore pump). At 9 a.m. the vessel did not suck, nor did she again do so, and at 10 a.m. the vessel was put under two close-reefed topsails to keep her easy, and she bore up for the Humber, making four to five knots per hour, the wind being on the quarter, but no more sail was set to get her into that port, although more sail could have been carried.

The starboard pump was choked with coal, and at 10 a.m the port pump was also choked with coal, At 1 p.m. the boxes were drawn frequently, but no other attempts were made to clear the pumps. It is stated in evidence that it would not have been safe to lift the pumps. After 1 o'clock p.m. the pumps did not heave any water. Although one pump was disabled at 10 o'clock a.m., and the other at 1 o'clock p.m., no attempt was made to use the "fore pump," although the evidence proves that it was clear of coal. At noon the smack "Catherine," carrying double-reefed sails, came within hail, and was asked to stand by the brig, which the smack agreed to do, and ran along towards the Humber with the brig. At that time the smack gave her position as having the Spurn Light S.W., 35 miles. At 2 p.m. the brig, then having six feet of water in, with the main pumps choked, and the fore-pump never used, the master determined to abandon his vessel, and having got out his boats proceeded to the smack, which, having received the crew of the brig, remained lying to, in hope that the weather would moderate, so that an attempt might be made to get her into the Humber, but the wind and sea continuing the brig foundered at 6.15 p.m.; whereupon the smack bore away for the Humber, and at 7 a.m. on the 15th of October last, landed the crew of the brig at Great Grimsby, no lives being lost.

The Court having carefully considered this matter, found that so soon as the "Catherine and Hannah" met a double topsail breeze she made a considerable quantity of water.

The Court also consider that had the fore pump been in good working order (of which there is some doubt), and had it been set to work at 10 a.m., when the starboard pump choked, and had all possible sail been carried after 9 o'clock a.m., when the vessel bore up for the Humber, there is a considerable probability that this vessel might have been taken into port; in attempting to do so there would have been no danger to the lives of the crew, as there was a smack in company.

For these several neglects the Court find Robert Laing, the master, in default, and had he had a certificate the Court would have suspended it, but as he has not the Court order that he pay five pounds towards the costs of this inquiry.

George Bell, J.P.
John Hedley, J.P.
George H. Forster,
Nautical Assessor.

## "CELERITY."

The "Celerity" was a wooden vessel, schooner rigged, of 81 tons register, official number 16,702, built at Bill Quay, in the county of Durham, in 1834, and was owned by Mr. William Brown, master mariner, of Knottingley, in the county of York, who also was master, and holds certificate of service, No. 50,347, dated in 1851.

This vessel left Goole on the 29th November 1875, with a crew of four hands all told, and a cargo of 136 tons of coal, bound for Cowes, in the Isle of Wight. At the time of sailing she appears to have been well found, tight, and in a seaworthy condition. She was towed down to Hull Roads, where they arrived at 11.30 a.m. Sail was then made on the vessel, and at 3.30 p.m. they anchored about seven or eight miles north of Grimsby, where they remained until the 2nd of December at 9 a.m., the wind at that time being variable from north-east to south-east, with

snow and hail squalls. After getting out to sea they experienced heavy weather with a high sea, in consequence of which the master again put back to the Humber, and remained until the following day at 11 a.m., when, the weather having moderated, he again proceeded. All went well until 4 p.m. of the 4th, the wind at this time having died away, and it being ebb tide, the vessel was anchored near the Winterton Light in 11 fathoms of water; they veered to 45 fathoms of cable, and remained at anchor until the following morning. At about 9 they commenced to shorten in cable; the chain, however, parted near the anchor, which was lost. Sail was made on the ship, and they proceeded on the voyage, with the wind from the north-east, a fresh breeze blowing, with passing snow squalls. At 12.30 p.m. the vessel was in the Pakefield Gatway; the lead appears to have been used, and at the first cast 2½ fathoms were found, but the depth of water decreased, and the vessel struck the ground heavily three or four times, and then got into deeper water. The crew were at once sent to the pumps, but the water rapidly increased in the vessel, and the master decided to run for Harwich. At 5.30 p.m., all hands being at the pumps, there was about two feet of water over the cabin deck, and the master decided to beach the vessel to prevent loss of life, which was done, and the vessel took the ground at Orford Haven, the weather at that time being moderate. Towards night the breeze freshened, and at 9.30 p.m. the Coast Guard fired a rocket over the vessel; a hawser was sent ashore, but no use was made of it, as it is stated that they were unable to haul the life-saving apparatus on board; this is to be attributed to the end of the hawser having been made fast to the windlass end, instead of securing it above the deck to one of the masts; consequently the crew remained on board until the following morning, when they were safely landed in a surf boat.

The casualty appears to have been caused by the master attempting to pass through the Pakefield Gatway at a time when he could not depend upon seeing the buoys on account of the snow squalls, in consequence of which the vessel struck heavily, causing her to spring a-leak.

After this every exertion appears to have been made to keep the water under, but without effect. Under these circumstances, the Court is of opinion that the master, upon finding that he could not reach Harwich on account of the water increasing in the hold, had no other course open but to beach the vessel, for the purpose of saving the lives of those on board and the property.

*Judgment.*

The Court, having carefully considered the evidence adduced in this case, is of opinion that the loss of the schooner "Celerity" at Orford Haven, on the 5th of December 1875, is to be attributed to her having struck heavily in Pakefield Gatway, which caused the vessel to leak, so that the master had no alternative but to run the vessel on shore for the purpose of saving the lives of those on board and property.

The Court is further of opinion that the striking in Pakefield Gat was caused by an error in judgment on the part of the master, Mr. William Brown, in attempting to pass through the Gatway at a time when he could not depend upon seeing the marks and buoys.

The Court return Mr. William Brown his certificate.

THOMAS WILL. TEW, J.P.
CHAS. M. WEDDALL, J.P.
JOHN S. CASTLE,
Nautical Assessor.

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## "CHARLES DICKENS," (S.S.)

The "Charles Dickens" appears to have left Sunderland for Boulogne on the 4th of November, with a cargo consisting of 1,150 tons of coal. Her crew consisted of 18 all told. She was owned by John George Hill, of Sunderland, and others. Her draught of water was 14·10 forward, 16·10 aft. All progressed satisfactorily until the Boulogne lights were sighted on the morning of the 6th, harbour entrance bearing W.N.W. about three miles.

At 3 a.m. a pilot came off and took charge of the ship, which then bore up and stood for the entrance of the port, then two miles distant. Instantly after crossing the bar a difficulty was experienced in the steamer answering her helm; this was corrected after the jib had been set, when the steamer's head was canted towards the east pier, and the jib hauled down. As she approached that side the helm was put to port, and instantly after to hard a-port, but without effect beyond one point, and within a minute or so the "Charles Dickens" struck the groyne of the jetty off the east pier. The mate on sounding found 16 feet amidships, 14 feet on port side, 18 right astern, and 8 under the bows, hard bottom amidships. The engines were then reversed, but without effect. At 4, hawsers were run out to the opposite pier, but failed to move the vessel. Shortly after a party of 40 men came off and commenced discharging coal, but as the tide had receded no beneficial result followed. At 4.30 the engines were stopped and fires banked, in the hope that on the tide making she would float. Between 4 and 6 a.m. the steamer was hove with her head to the S.W.

At 1 p.m. the steam was got up; the engines went ahead for some 15 minutes, when they stopped of themselves, the injections being completely choked. At 2 p.m. the chief engineer observed the vessel making water, and on examination he found her holed in several places in the vicinity of the engine-room.

The Court is of opinion that the deficiency of water at the entrance of Boulogne Harbour prevented the ship answering her helm at a critical moment, thus causing her to strike the groyne off the east pier.

The pilot asserts that his only guide as to depth of water was the record of the previous day.

*Judgment.*

The Court having considered the evidence adduced in this inquiry with the statement of the master, finds that the stranding of the S.S. "Charles Dickens," whilst in charge of a duly licensed pilot, on the morning of the 6th of November last, at the entrance of Boulogne Harbour, and the subsequent loss of this vessel, was caused by and is to be attributed to an unexpected current running out of the harbour, and not to the default of William Knott, the master, and adjudges that his certificate of competency, 22,479, be returned to him.

FRANCIS RITSON, J.P.
JOHN CROZIER, J.P.

B. G. W. NICOLAS,
JOHN S. CASTLE,
} Nautical Assessors.

I concur in the acquittal of the master.

I consider the current was only partially the cause, as in my opinion the steamer must have been touching the ground after passing the bar, consequently she did not at a critical moment answer her helm, which contributed to her loss.

B. G. W. NICOLAS.

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## "CHESAPEAKE." (S.S.)

The "Chesapeake," official number 63,995, is a screw steamer built at Dundee in 1872, her length being 240 feet, breadth 32 feet 7 tenths, and depth 24 feet 7 tenths. She has 130 horses power nominal, and is owned by the Mercantile Steamship Company, of Hull and London, and is registered in the latter port as of 1,474 gross, and 1,074 nett tons.

She had a steering wheel amidships in a wheel-house, which was on the bridge, and under the bridge was the chart-house. The accommodation for the officers and crew being in the cabin and forecastle situated under the deck.

The vessel having taken a general cargo, consisting chiefly of oil and colours, sailed from Hull, April 25th, 1875, bound for Quebec and Montreal, her draught of water (as per official log) being 16·7 feet forward, and 19·4 feet aft. She had a crew of 25 hands, including John Whiting, her master, who holds a certificate of competency, number 9,076.

At the time of sailing the vessel was in good condition in every respect, and had four good boats, viz., lifeboat, pinnace, cutter, and gig. These boats were well found in oars, &c., and had suitable sails. Nothing of importance occurred until May 7th, when the vessel being on the banks of Newfoundland, a large quantity of ice was met with. The speed of the vessel was reduced, and at times stopped, and great care appears to have been paid by the master to the navigation of the vessel. On the 8th May the vessel was surrounded by ice, but notwithstanding the care of the master, who appears to have been pretty constantly on deck after meeting the ice, the vessel struck a piece of ice, which made a hole through a plate on the port bow at the water

line, the hole being about two feet square. As the water entered rapidly through the hole, and would soon have filled the fore compartment, and so have endangered the safety of the vessel, the master built a bulkhead across the bow, near the hole, and puddled the space between it and the hole with chains, oakum, &c., so as to offer a support to the plate that had partly been driven in, as well as to keep out some of the water. When this had been done, and three steam pumps set to work, it was found that the water did not increase in the vessel, and in this state she proceeded on her voyage, and on the 13th instant, being in the Gulf of St. Lawrence, with a strong wind from the north-westard, the vessel was proceeding close along the south shore, so as to keep out of the sea or swell that was running further off the land, and which it was thought by the master and his officers would have endangered the safety of the vessel in her then crippled state. While thus sailing close along the shore about 4.50 p.m., when near the mouth of the river "Matan," the vessel grounded on a hard bank, said to extend three miles from the shore. (The Admiralty charts place this bank at from half to three-quarters of a mile from the shore.) As soon as the vessel had grounded the engines were turned full speed astern, and on the rising of the tide she was at 7 p.m. backed into deep water, and proceeded on her voyage for Quebec, but when she had so proceeded for about 20 minutes the chief engineer found that so large a quantity of water was accumulating in the engine-room that although all the steam pumps were at work the water was soon over the stoke-hole plates, and the wing fires were washed out. On this being reported to the master, after consultation with the chief engineer and other officers, he determined for the safety of the ship and cargo to run her on the beach near Matan River, and at 7.40 p.m. the vessel was beached accordingly, and then had 16 feet of water all round her. A bower anchor and cable were laid out, and a boat sent to the shore to telegraph to Quebec for assistance, which duly arrived on the 15th then instant, in the shape of marine divers, labourers, and lighters, under the command of one of the Quebec port wardens.

The cargo was then got out and forwarded to Quebec, and the vessel was got off the shore and taken to Quebec, where she duly arrived on June 1st, 1875, and there, after having been docked and repaired, she loaded a cargo for London, and arrived there on September 14, no lives having been lost. It is observable that the evidence does not disclose any heaving of the lead prior to the stranding, which we think under the circumstances in which Captain Whiting was placed is explained by him in such a way as to free him from any charge of neglect, it being satisfactorily shown that the "Chesapeake" must at any rate have been about three miles from the land when she stranded. That no shoal is shown on the chart, and the sailing directions state that beyond half a mile from the shore the water becomes suddenly deepened to 50 or 60 fathoms, and at a mile distant there are no soundings at 100 fathoms.

The Court consider that some very great and not to be expected extension of the bank at the mouth of the river Matan was the cause of the stranding of the "Chesapeake," and that looking at the disabled state of his ship, the soundings indicated by the chart, and sailing directions, and the land being well in sight, by which alone Captain Whiting could easily steer, they do not think they would be justified in imputing blame to Captain Whiting for the stranding of his vessel, and when they bear in mind the conduct of the master while in the ice, and on the beach, the difficulties connected with his crew which he had to contend with, and the operations carried out by him, by which his vessel was safely brought to England, they cannot point out any ground on which the return of Captain Whiting's certificate ought to be in any way jeopardised.

The evidence discloses conduct on the part of many of the crew when off Matan, and afterwards, which in my opinion deserves the severest censure, there being no reasonable doubt that the captain was of necessity constrained when at Matan by their conduct to allow many of the crew to leave the ship to go to Quebec, their insisting upon doing so being at such a moment insubordinate (if not mutinous), and contrary to their duty in the last degree, the wages due to them at the time of their arrival at Quebec being only a few shillings. The object the men had in view does not appear to have been to be paid off at Quebec, nor to come to England with the "Chesapeake," (and still less to accept a legal discharge), thus enabling themselves to obtain engagements from Quebec to London by the run at 7*l.*, 8*l.*, and 8*l.* 10*s.* the run, their wages in the "Chesapeake" being only 4*l.* per month, while some of them also tried to get wages from the owners of the "Chesapeake" up to her arrival in England. No complaint against the captain was ever made at Quebec by any of the crew, though they were many times before the shipping master, and had abundant opportunity of going before a magistrate, &c. After, however, the arrival of some of the men in England, in addition to claims for wages against the owners of the "Chesapeake," some eight of the crew for the first time asserted that they had charges of a very serious kind to make against Captain Whiting as to the navigation of the "Chesapeake," and on other grounds.

These charges are comprised in two letters to the Board of Trade, dated respectively November 1st, and the 29th November, such charges having been never (as already observed, and as shown by the evidence), made at the time of the happening of the circumstances they relate to, nor for many week afterwards.

I only observe briefly (as to the manner in which these charges have been attempted to be supported) that the evidence of all the eight men who made the complaints to the Board of Trade is shown by themselves to be wholly unworthy of reliance. Many of them had never been to the St. Lawrence before, and showed themselves wholly incapable of judging of distances, and the lapse of time, and were at last obliged to admit that the grounds on which they formed their opinions were utterly untenable. In like manner the evidence as to the statement in the entries of the log being untrue, when carefully examined, came literally to nothing, and show that those statements were wholly without foundation.

It is difficult amongst such a mass of discreditable assertions to make much distinction, but I am of opinion that the evidence of Popplewell and Turgoose, and Liddell, (the two latter holding second mates certificates), are deserving of the severest reprobation.

The inference to be drawn from what these witnesses have stated is irresistable that the opinion which resulted in letters numbered 1 and 2 to the Board of Trade took their present shape long after they left Quebec, and after their arrival at Hull, and also that they did not originate with the men themselves.

The only person who seems to have had much to do with the men is Mr. C. A. Davis, and the evidence of each of the men, and of that person himself, indicates beyond all question that he is liable to a great extent, at any rate, for the form and manner in which the complaints have been got up.

It is proved that the complainants who signed the letters to the Board of Trade have been detained at the instance of the Seamens' Defence Association (of which Mr. C. A. Davis is the secretary), as witnesses in support of the charges they had made, and that they have received amongst them sums of money amounting to upwards of 200*l.* There is nothing in the evidence before me that would make me doubt the statement that the delay in holding the investigation has been caused by the absence of Captain Whiting from England.

The various statements of the complainants as to the connection of Mr. C. A. Davis with the charges in the letters of November 1st and 29th, which (*inter alia* as alleged) were reduced into writing by Mr. Davis, made it, I think, not only expedient but right that Mr. Davis should be called as a witness by the Board of Trade, so that his version in reference to such allegations might be heard.

I have already adverted fully to the questions in relation to the stranding of the "Chesapeake," which are noticed in the introductory paragraph of each of the letters to the Board of Trade, dated November 1st and November 29th. The matters alluded to in the letter of November 29th, paragraphs 1, 2, 3, 5, 7, 8, 9, and 10 are not by law required to be entered by the master in the official log, and some of them are not matters that could form properly the subject of any official investigation. Although, therefore, some of the matters referred to have been mentioned by the witnesses, I have not thought it requisite to refer to them in detail as they have all been satisfactorily disposed of. The remaining paragraphs, 4, 6, 11, have received careful attention, and as to paragraphs 6 and 11 I have already stated that after the most minute inquiry I am of opinion that the evidence does not in any manner impugn the character of the captain. As to the only remaining paragraph, No. 4, I cannot gather that the matters therein referred to can by any possibility have originated with any of the complainants, and Mr. Davis alone appears to be responsible for that paragraph, which does not relate either to the stranding of the "Chesapeake," or the conduct of the captain or crew. It relates to matters which I do not feel called upon to enter into in a report like the present, though I call the attention of my Lords to the statements made by Mr. Davis on oath in his deposition. On the 5th instant I had the pleasure, with the concurrence of the assessors, of returning Captain Whiting's certificate, and on the application of the counsel of the Board of Trade (under section 436, Merchant Shipping Act, 1854), I ordered seven of the seamen who signed the letter of November 29th to

pay 5*l.* towards the expenses, and in default 21 days imprisonment. The eighth man I ordered to pay 20*s.* These sums I believe were paid within three or four days of the delivery of the judgment, a result I cannot regret, as my intention in this, the first case of the kind, was not to cause any lengthened incarceration. I have, however, reason to hope that a lesson has been inculcated which will not be hastily forgotten, and that the warning held out by this case may be the means of deterring seamen from listening to or joining in accusations which are wholly without foundation.

T. H. Travis,
Police Magistrate.

Edward Hight, Geo. H. Forster, } Nautical Assessors.

## "CLARA" and "LILY OF DEVON."

From the evidence adduced it appears the "Clara," having a crew of six hands all told, on the 6th day of January last proceeded to sea on a fishing voyage, and reached off Yarmouth on the evening of the following day, the 7th of January, and was trawling, having her gear down, when she was run into by the dandy-rigged fishing vessel "Lily of Devon," of Lowestoft, and so damaged as to sink in a very short time, and five out of her six hands were then drowned; the surviving member of the crew was the son of the master, and according to his evidence the wind was E.N.E. and the weather fine, and the "Clara" was steering S.E., and had no light, except a night light, on deck in the companion. According to the evidence of the crew of the "Lily of Devon" that vessel, which was of the tonnage of about 63 tons, and dandy-rigged, having also a crew of six hands, had left a fleet of smacks in the afternoon of the same day, with 260 packages of fish, bound for Lowestoft. The master went below at 4 o'clock that afternoon, leaving the vessel in charge of the third hand and the vessel was then steering a little to windward of N.W. and by W., the wind being E. The third hand was relieved at 7 o'clock p.m. by the mate, and between 7 and 8 o'clock, the vessel being on the starboard tack, the mate, who was at the helm, no other person being on deck, saw a flare light close ahead, and immediately put his helm hard a-port, and as he was coming round the "Lily of Devon" struck the "Clara" in her starboard bow, and presently came clear, leaving a hole in the bow of the "Clara," making it evident that she would soon sink. The master and the rest of the crew of the "Lily" at once came on deck, and in response to the cries from the crew of the "Clara" got out their boat, and the master and others proceeded towards the "Clara," which soon sank, and found the boat of the "Clara" full of water, with only one hand in her, the master's son, whom they rescued, and after rowing about for some 20 minutes, in hope of finding others of the "Clara's" crew without effect, the boat returned to the "Lily," which proceeded for Lowestoft. Five of the crew of the "Clara" immediately after the collision got into their boat, but being towed by the "Clara" when the latter sank, the boat was upset, and the master's son only of the five succeeded in getting on to the boat's keel, which caused her to right herself, and was the one picked up by the boat of the "Lily." The master of the "Clara" went below for some purpose, and was taken down with his vessel. According to the evidence of the son of the master of the "Clara," when fishing with gear down, as the "Clara" was, it is the practice with Belgian vessels to have a top light, but that the "Clara" had no such light on this occasion, owing to there being very little petroleum on board, and the only light she carried was the one in the companion before mentioned. According to the evidence of the master and crew of the "Lily" that vessel had no side lights lit, although she had them on board, and the master stated he had given orders for them to be lighted, and could not say why they were not lighted, although he was aware he should have his lights lit when the sun goes down, and he left the deck after sunset without seeing they were placed as they should be. The third hand, who took charge of the vessel when the master went below, said he had no orders to put the lamps up and did not think they were wanted. It appears to have been moonlight, although somewhat hazy, but that vessels could be seen at a considerable distance, and that had a look-out been at the bows of the "Lily" the collision might have been avoided.

*Judgment.*

We are of opinion that the above-mentioned collision occurred through the non-display of side lights on board the "Lily of Devon," the master of that vessel being much to blame in not having seen that those lights were lit before he turned in after sunset, and from the fact that there was only one man on the deck of the "Lily," he having charge of the helm, and no other person being on deck on the look-out or otherwise, and the "Clara" not having any mast-head light, which according to the evidence she should have had, which may have contributed to the disaster. After the collision every endeavour seems to have been made to save the lives of the "Clara's" crew, but unfortunately only one was saved. To mark their sense of the neglect of the captain of the "Lily of Devon" in the navigation of his vessel, the Court adjudge him in default, and order him to pay the sum of 5*l.* towards the costs of this inquiry, to be recovered in the usual manner, and in default of payment he will be imprisoned for one calendar month.

Henry Teasdel, J.P.
A. D. Stone, J.P.
Henry Knox, Nautical Assessor.

## "CLAUS HEFTYE."

The "Claus Heftye" was a wooden vessel, barque rigged, built at Bath, in the United States of America, in 1848, and registered at North Shields on the 11th December 1873. Her gross tonnage was 923, and register tonnage 903. She was owned by Charles Tate and others of North Shields.

She sailed from the Tyne on the 4th June, bound to Quebec, with part of a cargo of bricks and coke, under the command of Mr. Alexander Bowman, who holds a certificate of competency, No. 22,801, and had a crew of 15 hands all told. Her draught was 14.5 aft, and 14 feet forward.

On the 7th June she passed through the Pentland Firth, and on same date a departure was taken from the Old Man of Hoy, and with variable weather, but chiefly adverse winds. The vessel was worked towards Newfoundland.

Observations of the sun were obtained on the 15th July, which gave the ship's position latitude 50 9′ N. and longitude 45° 32′ W. Between the 15th and 19th July the weather remained thick, and winds generally adverse, and ice having frequently been seen, the vessel was kept under easy canvas to avoid risk.

At noon on the 19th, dead reckoning showed 48° 5′ N., 52° 1′ W., or a position about 38 miles from the nearest point of Newfoundland, wind at the time S.S.E., with dense fog, vessel heading S.W. on port tack, under easy canvas. This course was considered to allow the vessel to reach well along the land. The master, however, deemed it prudent to put her head off shore, and at noon tacked to the eastward, the vessel still being under easy sail. At 1.30 p.m., the fog clearing off showed nine icebergs ahead, and on each bow. To clear these she was put on the port tack, and at 2 p.m. the fog again became dense. Towards 4 p.m. all work was set aside, and the entire watch placed on the look-out.

Soon after 4 p.m. the look-out reported ice on the lee bow. This was discovered to be rocks, and the helm, by the master's order, was put hard down, the spanker hauled out and the jib hauled down. This enabled the vessel to stay, but when the foreyard filled on starboard tack, she fell right off, and struck the rocks with her port quarter, but gathering way grazed along them with her port side until she cleared.

The pumps were sounded, but very little water was found in the well. The water at this time was smooth. The ship was steered to seaward, and on widening the land she met a sea which caused her to labour, and was soon discovered to be leaking very badly. The pumps were set to work, with all hands pumping, but the water gained rapidly. At 9 p.m. there were eight feet in the hold, and the ship settling by the head.

The master, seeing no chance of saving the ship, ordered the boats to be put out. This was done without damage, and all hands got into the lifeboat. Their effects and log book were placed in the pinnace, which was taken in tow. It appears to have been their desire to keep the ship in sight, but before midnight she disappeared, but whether in the fog or whether she went down could not be ascertained. Soon after daylight on the morning of the 20th July the crew were taken on board a fishing boat, and on the same day landed at Bonavista.

It is stated in evidence that the vessel had four good boats on board, and was otherwise in good condition and well found.

*Judgment.*

After due consideration of the evidence in this case, together with the master's statement, the Court is of

opinion that Mr. Alexander Bowman, the master of the "Claus Heftye," gave careful attention to the navigation of his ship, and that her loss was caused by a long continuance of thick weather, which prevented him from getting observations to ascertain his position, and from adverse winds, which drove him upon a part of the coast where soundings would not have given any indication of his proximity with the land. The Court, therefore, returns the master, Mr. Alexander Bowman, his certificate.

The evidence proves that the vessel was in all respects well equipped and in good order.

JOHN WAIT, J.P.
GEORGE BELL, J.P.
JOHN STEELE, JAS. F. PROWSE, } Nautical Assessors.

## "CLIFTON."

The "Clifton," official number being 57,048, was a wooden barque, of 445 tons register, built at Prince Edward Island in the year 1867, and was owned by John Ritchie, Esquire, of Liverpool.

She was commanded by Mr. James Jacob, who holds a certificate of competency as master, dated March 1868, the official number being 30,253.

She left Pernambuco on the 24th November last, in general good order and condition, classed A 1 at Lloyd's, and continued for three years. She had a crew of 13 all told, and had on board a cargo of cotton, sugar, and a small quantity of old iron and copper stowed in the bottom forward for ballast, and was bound for Liverpool.

She drew 11 feet 11 inches forward, and 12 feet 6 inches aft.

Nothing of importance occurred till December 31st, when the coast of Ireland was made when they expected. She passed up the Irish Coast, making Bally Cotton Light and Minehead Light between midnight and 4 a.m. of January 2nd. The last light was reckoned to be about 13 miles distant; the wind at the time was about S.S.W., the ship steering S.E. by E. and going five or six knots.

It is stated by Henry Barker, the mate, that they thought they saw the Tuskar Lighthouse bearing E.N.E. about six miles distant.

This was the last land they saw, which would place the ship in a very peculiar position.

At the time there appears to have been a nasty strong breeze, with rain.

No observations were got during the day, nor was the log or any patent log used.

About 3 p.m. the master hailed a vessel and asked how the land then bore.

At 8 p.m. the course was N.E. by E., and the ship was going about five or six knots.

About 8.30 p.m. a light was seen, which the mate at first thought was a steamer's light, but about a quarter of an hour afterwards he found it was a fixed light, and supposed it was the Bardsey Light, and called the master.

At 8.45 p.m., the course was altered to N.E. ½ E., and the captain told the helmsman it was Bardsey Island Light.

At 10. p.m. they lost sight of the light, which was then bearing about S.S.E.

At midnight the course was still N.E. ½ E.; a foreigner was placed on the look-out, who could not speak a word of English, and if he saw a vessel ahead he would have had to come aft and report by signs.

From January 1st, at noon, no courses or rate of speed appear to have been noted in the log.

At about 1.30 a.m., the master being then on deck, the deep-sea lead line was passed forward, but was not used before she struck.

The weather was then very thick, the wind S.W., and the water smooth. Shortly afterwards the vessel took the ground. The yards were then braced up on the port tack, and the ship's head seems to have come up to about N., when she commenced to bump heavily, the tide at this time being nearly high water.

Torches were then burnt as signals of distress; the ship seems to have had no rockets or blue lights.

The well was sounded, and seven inches of water was found, and half an hour afterwards 15 inches.

About an hour afterwards a boat came from the shore, and they found the ship was ashore in Crigyll Bay. Soon afterwards the coastguard fired two rockets, the second of which established a communication.

Soon after daylight the longboat was put out, and an anchor laid out; the sails were furled, and the head stays were cut, and the topmasts went over the side.

The next tide the chain parted, and the ship drifted further up, and the crew all left that afternoon.

No lives were lost.

The great portion of the cargo was discharged, and on the 11th instant the ship was brought round into Holyhead Harbour, where she now lies.

The Court is of opinion that the barque "Clifton," of Liverpool, was stranded through the default of the master, Mr. James Jacob, in negligently navigating the vessel. That after having sighted Bardsey Island Light he steered a course dangerously into the land, and never allowed for the set of the tide. That he neglected to get a cast of the lead taken, which would have warned him of his danger. If the weather was so thick as it is stated to have been, that ought to have caused him to use this ordinary precaution.

The Court also finds that the log was not used to determine his speed when in the channel.

The Court therefore suspends Mr. James Jacob's certificate for the space of nine months from this date.

R. GEO. HUGHES, J.P.
T. HUGHES JONES, J.P.
A. RONALDSON, ED. WHITE, } Nautical Assessors.

## "CLIO."

The "Clio," official number 71,407, was a wooden brigantine of 235·88 gross, and 225 net $\frac{76}{100}$ register tons, built in 1874 at West River, Prince Edward Island. She was owned by A. A. Ellis and A. Kislingbury, merchants, London, and was registered at the Port of London, and at the time she was lost was commanded by John Dennis, who held a certificate of competency No. 10,079. She left Greenock about 4 p.m. on 21st September 1875, with a cargo consisting of 152 tons of coal, bound for Liverpool, where she was to complete her cargo for a port on the west coast of Africa. From the evidence she appears to have been in good order, and well found in every respect, and her crew consisted of (in addition to the master) Gilbert Ward (who holds a certificate), the mate, Henry Johansen, the boatswain, and four seamen engaged for the run to Liverpool, seven hands all told. Her draught, when loaded as above with 152 tons of coal, is stated to have been 8 feet aft, 7 feet 6 inches forward. She was towed by a tug steamer as far as Gourock, and was there cast off, and all sail was made, the weather being fine, and the wind E.N.E. moderate. At 11 a.m. on the 22nd September she was off the Calf of Man, when the wind gradually hauled round to S.E., varying from S.E. to E.S.E. and freshening. About 8 p.m. of the last-mentioned day, the light on Point Lynas, on the Welsh Coast, was seen bearing S.W., supposed distance being 8 to 10 miles, and the vessel was thereupon put on the starboard tack, and tacked every two hours till midnight. From midnight of the 22nd of September she was kept on the starboard tack, till 8 a.m. of the 23rd September. Her speed during this long tack was estimated by the mate to have been from 2½ to 3½ knots per hour. From 8 a.m. of the 23rd and during the whole of that day she was tacked or wore every three or four hours, the wind continuing in the same direction, and increasing to a gale towards the evening, when the sail she was carrying was shortened to lower topsails and double reefed mainsail. Under this sail she made considerable leeway, and at 3 a.m. on the 24th of September the vessel being then on the port tack heading S. by W., and the mate, Gilbert Ward, being in charge of the deck, Douglas Light was seen to leeward, supposed distance six miles. She was then wore round on the starboard tack, and at 4.30 the Bahama lights were seen to the N.E., supposed distance about three miles. Upon this the vessel was again wore, and about 10 minutes after wearing the ship and setting the mainsail, land was seen about one mile off on the starboard beam. At this time it was blowing a gale dead on the land, with a high sea, and more sail was set with the view of reaching off the land. The wind, however, was driving the vessel right on the land, and although she cleared Laxey Head, she was unable to weather Clay Head, and went broadside on to the rocks off that head, a little inside the bay, and within a few minutes of striking she broke in pieces. The master, Richard Irving, one of the seamen, and Henry Johansen (the boatswain) were washed overboard after she struck, and the two former were drowned. The mate and the remainder of the crew jumped overboard and reached the shore without assistance.

It appears from the evidence that the master was a sober man, and that although he did not take charge of any particular watch, he had not gone to bed from the time of leaving Greenock, but was frequently on deck during the whole of that time, and always gave orders when the vessel was to be tacked or wore, and always took the wheel when this was done.

The justices having carefully considered the proof adduced, and consulted with the Nautical Assessors, find :—

1. That the loss of the said brigantine "Clio" is attributable to stress of weather.

2. That the master, John Dennis, navigated the said vessel upon the said voyage with care and attention, although they consider that he committed an error in judgment in standing to the N.E. for eight hours on the morning of the 23rd September.

3. That no blame in connection with the loss of the vessel is attributable to Gilbert Ward, the mate of the said vessel.

4. That the owners of the said vessel did not in any way contribute to the loss of the said vessel and consequent loss of life.

Wm. Neill, J.P.
Donald Anderson, J.P.
R. Ashmore Powell, C. Y. Ward, } Nautical Assessors.

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## "CLUTHA," (S.S.), and "TOVERŬŬS."

It appears from the evidence adduced that the "Toverŭŭs" was a Russian barque, built in 1874, of 476 tons register, laden with 200 tons of pig iron, and 500 tons of coal, that her value is estimated at from 6,800*l.* to 7,000*l.*, and the value of her cargo at from 850*l.* to 1,000*l.*; that she was manned with a crew of 12 men all told, of whom Carl Otta Malmquist was master; that she sailed from the tail of the bank below Greenock on 19th December 1875, without the aid of steam, and proceeded down the Frith of Clyde as far as the Skelmorlie Bank, when the wind becoming foul, the master deemed it prudent to anchor, which he accordingly did on the shallowest part of said bank, in about five fathoms water, some 150 fathoms to the south-west of the Beacon Buoy, and that she remained there at anchor until the morning of the 23rd, when she sank at her anchors, in consequence of having been run into by the steamship "Clutha."

The "Clutha," it appears from the evidence, left Belfast on the 22nd of December last 1875, passed the Cumbrae Light, Frith of Clyde, at 11 p.m. of the same day, wind fresh from W.S.W. A mid-channel course from this point was shaped, viz., north-easterly, and the steamer proceeded at full speed, with her jib and mainsail set (head hauled down), making eight to nine knots; the night was dark, but fairly clear between the showers of rain, and lights on shore were clearly seen. Soon after midnight the "Toward" revolving light became visible, some six to eight miles off, and on the port bow. Shortly after the "Clock" Light was observed, a little on the starboard bow. At 1 a.m. of the 23rd Toward Light was nearly abeam, and directly after a light was seen by Mr. McMillan, second mate, from the weather (port) side of the "Clutha's" bridge. Almost simultaneously the look-out, John McFarlane (ordinary), observed a vessel right ahead; the helm was ordered at once hard a-port, both verbally and by signal; but on some four spokes of the wheel (which was situated right aft) being hove up, a collision occurred at 1.5 a.m. with a barque, which subsequently proved to be the "Toverŭŭs," striking her just abaft the port fore-rigging, and nearly at right angles. The force of the blow was so great that the barque went down under the bows of the "Clutha" within 10 minutes of the collision, the majority of the crew saving themselves by climbing over the steamer's bows, and by ropes which had been thrown them from that vessel.

Instantly on the barque sinking, the "Clutha" backed out for five minutes, and then stopped her engines. At this time, on mustering the crew of the sunken vessel, it was found that three of them were missing, and a consultation was held between the master and chief officer of the "Clutha," who came to the conclusion that the lowering of a boat would be impracticable, in consequence of the weather, asserted by the chief officer to be a moderate gale. After stopping about 10 minutes, the engines were set on ahead, and a circle made by the steamer, to try to discover the wreck. Search proving fruitless, the "Clutha" proceeded, at about 1.40 up the Frith, reaching Greenock at 3.30 a.m., where the rescued crew of the barque were landed, nine in number. Subsequently, about 9 a.m. of the 23rd, one of the three missing men was taken off the topgallant yard of the wreck, after some eight hours exposure.

The Court is of opinion, that when the master of the "Clutha" decided on running up the Firth of Clyde under full speed and sail, he should have taken every precaution to maintain a proper look-out, *i.e.*, by stationing a man, or men, on the forecastle, which was 90 odd feet distant from the bridge. This he neglected to do, and the Court attributes the casualty to this cause.

It is clearly shown, by the evidence of both sides, that the light of the "Toverŭŭs" was burning bright and distinct, from the time when first seen from the "Clutha," and up to the moment when the vessel sank. There is, however, a direct conflict of evidence as to whether it had been in this state for any considerable time previous. The lamp was produced in Court, and an expert swore that it could not in its then state have been burning a quarter of an hour. One witness, who passed the vessel some two hours previous to the collision, described the light as at times not clear, and at others flashing. On the other hand, two of the crew of the "Toverŭŭs" swore positively that the lamp had not been touched since 11 p.m. of that night, and had been burning well from that time till the vessel sank.

The Court regrets to find that the master of the "Clutha" took no proper steps to discover the wreck; the act of simply making a circle round the supposed vicinity of the disaster they deem to have been next to useless. Had the asserted bearing of the "Toward" Light been used, the Court is of opinion that the wreck might have been discovered, and life possibly saved, or had a cross bearing from the "Clock" and "Toward" Light, then in sight, been taken it would have at once given their position.

The state of the weather and the force of the wind on the night of the 22nd and morning of the 23rd the Court considers exaggerated by the witnesses called on the behalf of the "Clutha."

Some stress has been laid on the barque being anchored in a fairway. As the Firth is at that point over five miles in breadth, with a clear channel throughout, the Court considers the anchoring of the "Toverŭŭs" about 150 fathoms from the Beacon Buoy of the Skelmorlie Bank justifiable for a wind bound vessel, under the circumstances.

The Court having carefully considered the evidence adduced, with the statement of the master of the S.S. "Clutha," unanimously found that the barque "Toverŭŭs," while lying at anchor on the Skelmorlie Bank, Firth of Clyde, with her light burning, was run down by the said steamship "Clutha," by default of the master of said steamship, through not keeping a proper look-out; and that after the collision there was manifested by him too great anxiety to leave the wreck, seeing he knew that three seamen were missing, of whom, it was afterwards found, two had perished, and one was with difficulty rescued from the foremast of the wreck next morning. Under the circumstances, and taking into consideration the length of his service, the Court felt it to be its duty to suspend and adjudged the certificate of competency of Mark Feldtman, as master (No. 100,858), to be suspended for 12 calendar months from this date.

William MacLean, J.P.
Alex. Miller, J.P.
B. G. W. Nicolas, Wm. Parfitt, } Nautical Assessors.

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## "CONFEDERATE STAR."

The "Confederate Star" (official number 57,039) was a barque, built of wood at Prince Edward Island, in Canada, in 1867. She was owned by Messrs. Gething and Sons, of Newport, Monmouthshire, at which port she was registered 412 tons.

This vessel having arrived at Falmouth, in England, from Iquique, in South America, sailed from the former port on November the 5th, 1875, bound for Hamburg, her draught of water being 15 feet 6 inches forward, and 16 feet 6 inches aft. She had a crew of 12 hands, including Dan Roach, her master, who held a certificate of competency, No. 12,352, and her cargo consisted of nitrate of soda.

Nothing of importance occurred until 5.30 p.m. on the 9th of November, when the vessel, being under all plain sail, was steering E.S.E., with the wind W.S.W. The weather was fine and the water smooth. There were three lights seen a little on the port bow; these lights were two

white and one red, and they were fixed lights. The mate states in evidence that when the lights were seen, the master said they were the Borkum Lightship, while the acting second mate states that he heard the master say he did not know what lights they were. The vessel, however, came abreast of the lightship at about 6 p.m., passing her some four miles inshore or to the southward of her.

This lightship was in sight until 7.30 p.m.; there were, however, no bearings taken of it. At 8 p.m. a cast of the lead was taken by the second mate, who found the vessel in 19 fathoms of water, and that she was setting fast towards the land; soundings were reported to the master, who was below, but the set of the vessel was not reported. At 8.30 p.m. a revolving light was seen half a point on the port bow; the vessel at this time was steering E.S.E., at a speed of about five knots. Although the vessel had only been 2½ hours from the Borkum Lightship, and although the "Confederate Star" was then more than 40 miles distant from Heligoland, which exhibits a fixed light, the master came to the conclusion that the revolving light then in sight was Heligoland.

The boatswain, who was at the wheel, suggested to the master that Heligoland was a fixed and not a revolving light; the master said it must have been altered. With these doubts existing, the vessel's course was altered half a point more towards land, and she was steered S.E. by E. ½ E., and at 9.30 p.m. again altered towards the land, then steering S.E. by E. At about 10 p.m. she struck on the banks of Norderney (the revolving light being Norderney Light). In a few moments the vessel was got off the bank by means of her sails, when her boats were got out and towed astern, the pump sounded, and two feet three inches of water found in her. The vessel was then run off into 15 fathoms of water, sail shortened and hove to, and all hands put to the pumps. At midnight, all hands being still at the pump, the water in the well was two feet three inches.

On the morning of the 10th there was fresh wind and fog; several vessels were seen, and signals of distress made, which were at length answered at 3 p.m. by the Swedish brig "Alida," which vessel at once came to their assistance. At this time there was three feet of water in the "Confederate Star," and all hands had pumped for 17 hours, so that they were exhausted, and fearing a coming gale, weather thick and foggy, the master and crew abandoned their vessel, and were received on board the "Alida," which was bound for Emden, but the weather being so thick and foggy, that vessel did not arrive at Emden until five days after the abandonment. During part of this time there was a heavy gale. The "Alida" having arrived at Emden, the crew of the "Confederate Star" were all landed, and subsequently forwarded to England, where they arrived in safety, no lives being lost.

In considering the circumstances connected with this case, two questions arise—

First. Why was the vessel stranded?

Second. Was she rightly abandoned?

As regards the first question there is considerable discrepancy in the evidence as to whether the master knew what the three lights seen at 5.30 p.m. really were; if he did not know the name or position of that light he acted in a reckless manner in proceeding on his course, and passing four miles inside of her, for it was in his power to have passed within hail of the light, and inquired, or he might have put her head off the land until daylight.

On the other hand, if he did know it was the Borkum Light he steered a very dangerous course in passing four miles inside of her, for the sailing directions warn mariners that there is a strong set towards the Borkum and Norderney Banks.

And again, if he knew his position at 7.30 p.m., when the lights were last seen, he must have been aware that at 8.30 p.m. Heligoland was 40 miles distant, and that therefore the light then in sight could not be Heligoland, and he must have known that by altering his course at 8.30 and 9.30 p.m. he was steering towards the Norderney Banks.

But whatever mistakes or doubts the master may have fallen into as regards the lights, he omitted the simple act of heaving the lead after 8 p.m.; had he done so, he would have had ample warning of his approach to the sand banks. For these several errors and neglects the master must be held responsible.

As regards the second question, considering that the cargo was nitrate of soda, an article quickly soluble in water, and therefore dangerous in a leaky ship, and also that the weather was thick and foggy, with a gale expected, which did come on, and that the crew were exhausted, with no hopes of assistance, it must be considered a prudent act of the master in abandoning the vessel.

Judgment was given as follows:—

The Court having carefully considered the evidence in this case, as well as the written statement of the master put in by him, find that the "Confederate Star" was stranded through the default of Dan Roach, her master. The Court therefore finds him in default, and adjudges that his certificate of competency, No. 12,352, be suspended for nine months from this date.

GEO. W. JONES, J.P.
THOS. POLE WANSBROUGH, J.P.
GEO. H. FORSTER, ARTHUR RONALDSON, } Nautical Assessors.

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## "CONSTANCE."

The schooner "Constance," official number 44,048, was built of wood, at Chester, in 1863, at which port she was registered, her gross tonnage being 70·14, and register tonnnge 56·44. She was owned by William Sloane, of Chester, and others. She sailed from Dantzig, between three and four o'clock on the afternoon of the 10th October 1875, with a cargo of about 115 tons of wheat, stowed in bulk, bound to Newcastle-upon-Tyne, her draught of water being 11 feet aft, and 9 feet 6 inches forward. Her crew consisted of five hands all told, including James Morrison, master; Henry Shaw, boatswain; James Shaw, boy, age 12; John White, O.S., age 17; and William Morrison, boy, age 15. At the time of leaving the weather was clear, and the wind a light breeze, at west; the hold was fitted with shifting boards from the forecastle bulkhead to the mainmast, extending from the beams to a depth of about four or five feet, the space from the mainmast to the cabin bulkhead (about 10 feet) being clear.

On the night of the 11th October the wind increased to a gale, when the cargo shifted, and the vessel took a list, but shortly after the cargo righted itself. During this gale the vessel took in water over all, and got into the cabin, but she did not leak. On the morning of 12th October, the vessel was off Elsinore, when the weather was fine, wind being from E.S.E., the hatches were then taken off, and the cargo trimmed, the main hatch being filled up with sails, &c. Early on the morning of 13th October the Holman Light was sighted. After passing Holman Light the wind began to increase from E.S.E.; and during the night blew a hard gale. The weather was clear, though dark, with showers of rain, and there was a heavy sea running and washing over the vessel. It was then observed that she was making water through the deck, and bottom being much strained from the gale, it coming up to the cabin floor. The pumps were wrought continually, but the water increased. The glass in the cabin skylight was broken, and was boarded over. The square sails were blown away, and the cargo again shifted. On the morning of the 14th October the vessel was found to be in a sinking condition, and at about 8 a.m. signals of distress were hoisted, there being then a barque and schooner in sight. The barque took no notice of the signals, and the schooner passed by, some one on board merely waiving his hand on passing. About two hours after the brig "Alecto," of Arendal, bore down to the "Constance," and, when near, threw a rope to her, by which the boy James Shaw was hauled on board. The "Alecto" a second time got near the "Constance," but failed to get any of the crew off, although several ropes were thrown to her. A third time she succeeded in getting near, and at that moment the "Constance" broached to and came across her bow. A collision followed, the "Alecto" striking the "Constance" on the port quarter, carrying away her own bowsprit and jibboom, and seriously injuring her bow, which caused her to leak. A few minutes after the collision occurred the "Constance" heeled over to starboard, and sunk in about lat. 56° North, and long. 5° East, carrying down with her John White, O.S. The boy William Morrison got on to the anchor of the "Alecto" when in collision, and got on board. James Morrison, master, Henry Shaw, boatswain, held on for some time to the gear of the "Alecto's" bowsprit. Every endeavour was made by those on board to save them, but they were unsuccessful, and the two men becoming exhausted were washed away by the sea and drowned. After this the wreck was cut away, and the "Alecto" continued her voyage, arriving at Leith on the 16th October, where William Morrison and James Shaw, the survivors of the crew of the "Constance," were landed. There was too much sea to allow the boats of either vessel being hoisted out.

The justices, after careful consideration of the evidence, are of opinion that the "Constance" foundered owing to stress of weather after being in collision with the brig

"Alecto;" that the foundering was primarily owing to the weather, but accelerated by the collision.

That she left Dantzig in good condition, as regards hull and equipment; but that if the draught of water is (as is stated in evidence from memory only; viz., 11 ft. aft, and 9 ft. 6 in. forward) correct, she was too deeply laden.

That the cargo shifted in consequence of there being no shifting boards at the after end of the hold.

That she was not sufficiently manned, there being only two able-bodied seamen in a crew of five hands, the remaining three being quite young boys.

That no blame is attributable to the master and crew of the "Alecto" for the collision.

That they cannot speak in too high terms of praise of the humane conduct of Captain Jacobsen of the "Alecto," who, at imminent risk to his vessel, himself, and crew in a heavy gale, made so many noble attempts to rescue the crew of a sinking vessel, and they have much pleasure in bringing his conduct to the favourable notice of the Board of Trade.

WILLIAM STEVEN, J.P.
JAMES POURIE, J.P.
C. Y. WARD, Nautical Assessor.

## "COONATTO."

The "Coonatto," a composite built sailing barque, of 633 tons register, belonging to the Orient line of traders between London and Australia, left Adelaide on the 14th of November last, bound to London, with a very valuable cargo consisting of copper and wool. Nothing of any moment occurred during the voyage, with the exception that five weeks after the vessel left Adelaide the standard compass originally carried on the mizen mast was shifted to a pole lashed to the forepart of the poop, where it became destroyed by the flapping of the staysail sheet. The vessel made the Bishop Light on the 19th February last, upon a bearing and distance that was expected, clearly indicating that the loss of her standard compass had been no detriment to her navigation. Having thus made a correct landfall, each light and well known object in succession was made in her progress up channel till midnight of the 20th, when the Owers Light is represented to have borne N. by E. and at 00.20 a.m. of the 21st it was last seen bearing N.W. by W., distant seven miles. The weather at this time is stated to have been dark and misty, and so continued up to the time of the ship striking (about 4.45 a.m.), a description of the weather that does not seem satisfactory, bearing in mind that the floating light of the Owers could be seen at a distance of seven miles, and no change had occurred, according to the evidence, up to the time of the casualty.

The distance from the position of the ship at 00.20 a.m. of the 21st to Beachy Head was 27 miles, the course said to have been steered was E. by S. ½ S., and the rate of sailing 6½ knots an hour. Beachy Head Light is visible 23 miles. At 4.30 a.m. bright shore lights were seen, the ship having then run a distance of 27 miles. Yet the light of Beachy Head is stated not to have been seen. The discovery of these bright shore lights, probably the gaslights of Newhaven or Seaford, appear to have been the first indication of danger, but even this warning does not appear to have awakened the captain to a sense of his position, five valuable minutes were allowed to elapse before the vessel's course was altered from E. by S. ½ S. to S.E. by E. ½ E., nor was the lead then or before resorted to, a circumstance that appeared to the Court inexplicable, seeing that the vessel had run her distance, and the fine light of Beachy still invisible. At 4.45 the "Coonatto" struck at Crowlink, under the cliffs, 1½ miles to the westward of Beachy Head, and at low water the crew were enabled to walk on shore.

Various efforts were made to get her off, but unsuccessfully, and ultimately she became a total wreck. Much of the cargo appears to have been salved, and no lives were lost.

The master, Mr. Hillman, in his statement admitted that he was aware that before passing the Owers his ship had been set to the northward and westward by the tide, and that there was also a westerly deviation in the compass. This rendered greater caution necessary, as the ship approached Beachy Head, the light on which being invisible. A cast of the lead would at once have shown the dangerous position of his vessel. This omission, and the neglect to haul more off the land immediately the bright shore lights were seen, were undoubtedly the cause of the loss of this valuable ship.

The Court for this serious default therefore adjudge the certificate of Mr. John Eilbeck Hillman, to be suspended for three calendar months from this date (18th March 1876).

The Court cannot but feel regret that a master of Mr. Hillman's standing and antecedents should, at the expiration of a long and successful voyage, have been so deficient in prudence as to neglect a common precaution when his distance from the Owers had been run.

JOHN BALGUY,
Stipendiary Magistrate.
HY. HARRIS, ED. WHITE, } Nautical Assessors.

## "COPELAND ISLE."

The "Copeland Isle" was built at Gardiner, state of Maine, United States of America, in 1849, and had a gross tonnage of 471 tons and a register tonnage of 452 tons, and was owned by Mr. Thomas Fawcus, of West Hartlepool, and others.

She sailed from Newcastle on the 14th April last with a cargo consisting of 326 tons of bricks, 47 tons of quarles (or bricks), 117 tons of fireclay in bags, 10 tons of small rails, 6 tons of grease in casks, making a total of 506 tons, her draught of water being about 15.9 aft, and 15.6 forward, bound for Pictou, Nova Scotia, under the command of James Gifford, who holds a certificate of competency as master, No. 10,748, and had a crew of 12 hands all told.

From leaving the Tyne the crew appear to have been pumping with a single pump at a speed of about five minutes for every two hours. All appears to have gone on well until the 26th, when the vessel was off the Land's End, and she is said to have commenced to make water gradually. It was blowing a fresh breeze. The crew made search to find out the leak, but in vain.

A seven minutes spell every hour with the single pump appeared to be all that was required to keep the ship free. About 7.30 a.m. on the 27th boatswain reported to first mate that they had been pumping two hours and a half the last watch, but still with the single pump. About 8 o'clock the crew went to the captain, and stated that the ship was not fit to cross the Atlantic, as she was making too much water. The captain sounded the pumps, after letting her stand for three hours, and found she had made 8 inches. They then pumped her out in a spell of only 10 minutes, with both pumps, at 8 p.m. On the 1st May ship was pumped dry, then in latitude 50.30, west longitude 16.11. The crew then appear to have induced the master to put her about with the wind W.S.W., and though it appeared to be a favourable wind for her to proceed to Queenstown, she was steered for the Pentland Frith, and cargo was then thrown overboard, some of the crew pumping at intervals with the single pump. They continued doing so until 3rd May at noon, when land was sighted, and then the crew positively refused to pump any longer. On the 4th May ship was abandoned, Skelligs Light being then visible; they sighted land, which they took to be the Cow and Calf at 4 p.m.

After this master and crew took to the boats, and left the vessel to her fate, and about 6.30 a.m. they met a fishing smack, which towed them to Dingle, where they arrived about 10 a.m. 5th May, about 5 a.m., two fishermen and a boy appear to have boarded the vessel, and though the vessel had been unpumped for about 12 hours, yet one man and a boy appear, after one hour's trial, to have been able to keep the water from rising with a single pump, and at two o'clock the next morning these two men and the boy landed the ship at Dingle Bay, where she now lies.

*Judgment.*

After carefully weighing the whole of the evidence produced in this case, the Court is unanimously of opinion,—

First, that the owners did everything that appeared to them to be right and proper to make "Copeland Isle" a seaworthy vessel and fit for the intended voyage, and find and pronounce accordingly; but that from some cause, not made clear to us, the vessel did spring a-leak, but not to such an extent as to justify the cowardly conduct of the crew in harassing the master and disobeying his orders, which led to the abandonment of the ship and cargo. Had they obeyed the orders given to them by the master, we have no doubt but that the vessel could have been safely taken to Queenstown, when the cargo could have been discharged, and the ship surveyed and repaired. But we are also of opinion that the master did not show the necessary firmness so essential to command in the emergency in which he was placed.

But under all the circumstances the Court feels justified in returning to the master his certificate, No. 10,748, as master, and we return it accordingly.

HENRY MILVAIN, J.P.
JOHN BURRELL, J.P.
C. S. BROOME, Lieut. R.N., } Nautical Assessors.
WALTER ABBOTT, }

## "COUNTY OF AYR."

The "County of Ayr" is an iron ship, of 499 tons register, belonging to Glasgow, built at that port, in 1863, official number 45,977, and was commanded by Robert McFie, who held a certificate of competency as master, number 8,925, and owned by Robert Craig and others.

It appears that she left Greenock (tail of the bank) on 18th March last well manned and equipped, in tow of a tug bound to Batavia, with a general cargo, having a crew of 17 all told, including the above-named Robert McFie and Charles Benjamin Schroeder, who held a certificate of competency as master, number 31,033. At 10 p.m. the same day the tug cast off when plain sail was set, wind northerly, and weather fine. At midnight Pladda was passed and 1.30 a.m. Ailsa Craig, wind freshening from the N.N.W. At 4.45 a.m. of Sunday, 19th March, the Maidens Light was observed bearing north-west six miles distant, course shaped S.S.E. by binnacle compass. At 7 a.m. the Copeland Light was observed bearing N.W. six miles. At this time the course was altered to S.W. by S., at 10 a.m. the South Rock Lighthouse was on the starboard beam. At noon St. John's Point was passed but bearing and distance are not stated, speed 7 knots. From this hour until between 7 and 8 p.m. the course stated by the master was S.W. by S., but at intervals the evidence shows that a S.S.E., south, and once subsequently a west course was steered for some minutes whilst the master was on deck, the original course being resorted to between 8 and 9 p.m., namely, S.W. by south.

About 7 p.m. a light was distinctly seen broad on the port bow, which shortly after was observed to be a red revolving light, *i.e.*, the Codling Bank Light. Soon after a bright light was noticed on shore on the starboard bow. About 8 p.m. two lights were reported on the port side, viz., North Arklow Light and a bright light, Wicklow Head, on the starboard bow. These lights the second mate reported to the captain, who came up twice, hauling the ship up first and then keeping her away, leaving the deck with final instructions between 8 and 9 p.m. to steer S.W. by S., which was kept until the vessel grounded on the Arklow Bank, the master being at the time in his cabin asleep. During the whole of this day the weather was fine, the wind fresh from the N.N.E., sea smooth, all plain sail being set on the vessel. At 7 p.m. the second mate observed that the master was not sober and that the chief mate was drunk. This is corroborated by four other witnesses in their evidence, that both officers continued more or less under the influence of liquor from that time to the hour of his quitting the vessel on the morning of the 19th. After grounding nothing appears to have been done beyond clewing up the sails, although the night was clear and the sea smooth. This apathy and neglect is doubtless attributable to the state of the master and the chief mate. The crew immediately after stranding cleared away the quarter boats and were preparing to leave the ship, but were induced by the second mate to remain by the ship till daylight, in doing this the lifeboat was swamped and lost. At 6 a.m. of Monday, the 19th, the second mate and 12 of the crew quitted the ship in the longboat, giving as reason for doing so that they had no faith either in the master or chief mate, leaving the master, mate, boatswain, and steward on board. At about 10.30 a.m. of the 19th the Arklow and Wicklow lifeboats came off, but effected nothing beyond laying out a kedge on the bow and stowing some of the sails, Subsequently lighters arrived, but the conduct of the crews and the fishermen was so bad, pilfering cargo and ship's gear, that but little could be effected in the way of lightening the vessel. During the 20th and 21st March attempts were made by the steamers "Carisbrook" and "Liverpool" to tug the vessel off the bank, but without effect. On the morning of the 21st the mate and boatswain left the vessel in the Arklow lifeboat, taking with them the ship's papers and chronometer, leaving the captain and steward on board and a fishing boat alongside. In the evening of the same day, the steward and a fisherman named Brown, who had volunteered to remain, were sent ashore by the master with a message. During the night of the 21st the vessel floated, and at 8 a.m. of the 22nd she was taken in tow by the steamer "Copeland" and towed safely to Waterford, where she arrived at 5 p.m. the same day.

The master attributes the stranding of the vessel to the second mate having altered the course to the westward after he left the deck about 8 p.m. This plea, however, the Court cannot admit as there is no evidence to substantiate such a charge.

The Court having carefully considered the evidence adduced and statements made in this inquiry, found it proved that Robert Macfie, master, and Charles Benjamin Schroeder, chief mate of the ship "County of Ayr," were neglectful of their duty and unfit to navigate the vessel from excessive indulgence in intoxicating liquor prior to and at the time when the same went ashore on Arklow Bank, off the Irish Coast, on the evening of Sunday 19th March last, to which cause the Court attribute this disaster.

Therefore, found them in default, for which adjudge the certificate of competency as master of the said Robert Macfie, No. 8,925, and the certificate of competency as master of the said Charles Benjamin Schroeder, No. 31,033, to be suspended, and the same are hereby suspended, for two years from this date. Further, the Court were of opinion that the conduct of John Mullen, the second mate, and 12 others of the crew was highly censurable in having left the ship when she was tight and in no immediate danger.

JAS. BROWN, J.P.
WILLIAM MCONIE, J.P.
B. G. W. NICOLAS, } Nautical Assessors.
C. Y. WARD, }

## "COURIER," (S.S.)

We will report in the usual manner the whole circumstances attending the loss of this steamer, but we shall now state the judgment at which we have arrived as to the cause of the loss, and indicate shortly the grounds on which we proceed.

Our judgment is that the captain was seriously in default. It is proved that he is a man of great experience in navigating between the coal ports and Aberdeen. On the night when the "Courier" was lost the weather was breezy, but the atmosphere was clear, and he could have had no difficulty in ascertaining his exact position. He does not maintain that up to within a very short time of his ship striking he was ignorant of his whereabouts. He had only to follow the plain, and to him perfectly familiar, sailing directions, in order to take his ship safely through the channel.

Thus the elements of ignorance, inexperience, and foul weather are excluded as having contributed to the wreck.

Only two other suggestions have been made or occur to us as possible explanations of the occurrence: The one, which is that urged on behalf of the captain, is that the latest steering direction given by him to the man at the wheel had been misunderstood by the latter. Upon that we observe that the man at the wheel deposes with great apparent certainty what the course given to him was, and farther that it was the imperative duty of the captain to make sure that the course which he had given was being followed. It is not suggested that the compasses were misleading. The captain had the bridge compass at his hand, and if was not lighted as he says, it ought to have been. Failing that, there was nothing to prevent him looking now and again at the binnacle compass, and he did look at it once; and he might also have called to the man at the wheel to say how the ship's head was.

But still farther, he had as a certain guide the leading lights on the Farn Islands. We are, therefore, afraid that the theory of innocent mistake cannot be successfully maintained.

The suggestion made by the witnesses and apparently urged by the Board of Trade is, that the captain was unfitted for his duty by being under the influence of liquor. We are quite aware that there is very apt to be misapprehension as to whether a man is at all, or if so, to what extent, intoxicated, more especially is there a risk of this in circumstances of excitement and danger. The captain admits that between 6 o'clock on the previous evening and the time when the vessel struck he had had three glasses of whisky, and that he took one after the casualty. We have nothing but his own statement for this, but unfortunately we have the real evidence that this experienced man sailing in a course familiar to him, on a clear night with lights plainly visible put his ship on shore. We find it difficult to get over that undeniable fact. But further, when she struck the captain gave no

order whatever but went to his cabin, where he remained 10 or 15 minutes leaving the engines to go ahead as before. At the expiry of that time the chief engineer, who seems a man of superior intelligence, came to him and told him that water was pouring into the engine-room. The engineer states that at that time he saw that the captain was the worse of drink.

Subsequently every man on board who was examined concurs in expressing the same opinion; the facts upon which they go being that he was unsteady on his legs, thick in his speech, and smelling of drink. Finally the chief boatman of the coastguard, who plainly desired to abstain from exaggeration, gave it as his opinion that, although fatigue and excitement might partly account for the captain's condition when he came on shore, yet that he believed him at the time to be affected by liquor.

Accordingly, if this captain had held a certificate, it would have been our duty to have suspended it for a considerable period. It occurs to us to say that it seems a misfortune that the captains of trading coasting steamers, at least of such tonnage as the "Courier," should not be bound to hold home trade certificates of competency. We desire also to draw attention to the look-out which was kept on board the "Courier" on the night of the accident. There were on deck the man at the wheel aft, the captain on the bridge, and one other man, who shortly before the ship struck was engaged about the coals in the galley, and at the moment she struck was trimming the binnacle lamp. These facts do not require to be commented on, and if it be remarked that such a state of things is quite common, that is the more reason why attention should be drawn to it.

We deem it to be our duty, following the example of certain recent courts of inquiry in other parts of the country, to enforce the provisions of the 436th section of the statute, and to make this order with respect to the costs of this investigation, viz., that the captain, Alexander Greig, do pay a portion thereof, and we fix the amount at 20*l.* sterling.

JOHN COMRIE THOMSON, J.P.
J. CADENHEAD, J.P.
R. ASHMORE POWELL, JOSEPH LEEMAN, } Nautical Assessors.

## "CRYSTAL PALACE."

The "Crystal Palace" was a wooden vessel, schooner-rigged, of $90\frac{95}{100}$ gross tonnage, and $77\frac{77}{100}$ register. She was built at Milford in 1852, and registered at Beaumaris, and owned by William Morgan and others. She sailed from Leith on the 29th of August last, bound for Poole, with a cargo of 145 tons of coal, under command of Mr. John Edwards, who has no certificate, and had a crew of five hands all told. All went well until the evening of the 31st, when at 8 p.m., the vessel under double reefed sails steering S.S.E. before a strong N.N.E. gale, Hasborough Light-vessel was sighted and passed to the westward about a mile distant. The weather was hazy, with passing showers, and the night dark. At 8.10 p.m. a heavy sea broke over the port quarter, filled the decks, and in addition to other damage washed the binnacle top with lamps attached overboard and rendered the compass useless. The master ordered the man at the helm to steady the vessel before the wind supposed to be on a S. by W. course as stated in the evidence, and sent the mate on the foreyard to look out for the Newarp Light-vessel, and con the vessel for it, while he went to the cabin for a lamp and another compass, there being two spare compasses on board.

The mate had been a very short time on the foreyard when he descried breakers ahead, and called for the helm to be put hard a-starboard. He found his voice could not be heard, and rushing on deck and then aft he put the helm to starboard, and left the wheel with Hugh Davies. At this moment the master reached the deck, and realising that starboard helm would put his vessel on the bank, put the helm hard a-port. She slowly answered her helm, but struck five or six times while crossing the tail of Hasborough Bank at the south end. When clear of the bank the sternpost was found to be started, and the vessel leaking extensively. The master ordered the boat to be launched. This was safely done, but the boat-painter had not been secured, and the boat appeared to be floating away from the ship, when the seaman named Hugh Davies attempted to spring into her, but failing to reach her, fell into the sea and was drowned. The darkness of the night, and the confusion on board, appears to have prevented the rescue of Davies.

The boat was washed back to the ship by a heavy sea and secured, but not before all the oars except one had been washed out of her.

The vessel, during the interval, had been steered towards Yarmouth according to the master's judgment, who had taken the helm. He had failed to place another compass. At 8.40 the water was found to be a foot deep on the cabin floor, and the master fearing the ship might suddenly sink under them, ordered the hands into the boat. He followed soon afterwards, and had left "Crystal Palace" about four minutes when she was seen to sink. About midnight they reached the Newarp Light-vessel, and on the following day, the 1st of September, were transferred to a pilot boat, No. 14, and thence by a fishing smack, and landed at Yarmouth.

The "Crystal Palace" appears to have been in good order and well found when she sailed from Leith, and the loss of the vessel on the night of the 31st of August is to be wholly attributed to perils of the sea over which the master, Mr. John Edwards, had no control. He steered prudent courses previous to the accident to his binnacle, and afterwards did hsi utmost to rescue his vessel from peril, and after stranding, to reach a position for beaching.

The Court therefore pronounced judgment as follows:

The Court are of opinion that the vessel "Crystal Palace" was lost by stress of weather, causing the loss of the binnacle, and the rendering useless of the compass while in a critical position. That the vessel was well found and in good order, and the master not in default. That the loss of life appears to have arisen in an endeavour to secure the boat which had got adrift while being launched.

W. WILLIAMS, J.P.
G. W. BULKELEY HUGHES, J.P.
JOHN STEELE, R. ASHMORE POWELL, } Nautical Assessors.

## "CYDONIA."

The "Cydonia" was a wooden vessel, brig rigged, built at Sunderland in 1866. She was owned by Mr. John Morgan, of Sunderland, and was of the registered tonnage of 264 tons. She was commanded by Mr. William Henry Hildebrandt, who held a certificate of competency, number 82,295.

It appears that she left North Shields on the 11th of January 1876, on a voyage to St. Louis in the West Indies, with a cargo consisting of 450 tons of coal, and a crew of eight hands all told.

At the time of her sailing the wind was south-easterly and weather hazy. Ship under all plain sail, and fairly equipped. At 4 a.m. of the 12th Flamborough Head was passed, bearing west-north-west, about ten miles distant. At noon of that day a buoy was sighted, which was supposed to be that of the Leman Bank, in the vicinity of the Ower Light-vessel. Ship then steering south half east. Wind fresh from the eastward.

On the 13th, the wind having increased, topsails were double reefed, and topgallant sails stowed. No observations were taken on this day, on account of the weather. Ship steering the above course.

Soon after 5 a.m. of the 14th a bright light was seen on the starboard bow, whilst looking for the Galloper Light-vessel. This fixed light was deemed to be by the master that of a fishing smack, although it burnt brightly, and was visible off the deck for over an hour.

The captain came up from his cabin when the above light was reported, and although he had run his distance for the Galloper, he neither sounded nor attempted to verify his position by closing the lightship, which we have no doubt was that situated on the North Hinder Bank. The course, south half east, was continued until 9.30 a.m. of the 14th, although land was in sight to leeward at 8 o'clock, at which hour a doubtful cast of the lead was said to have been taken by one witness, a boy, but denied by every other member of the crew. At 9.30 a.m. the course was altered to south-west by the master. The wind at this time blowing fresh from the eastward. Weather hazy, but objects visible several miles. At 10 a.m. the vessel struck heavily on one of the numerous shoals off the French coast, near Dunkirk, bilging directly after.

Shortly after grounding, the sea commenced to sweep over the vessel, destroying the jolly boat, and washing the longboat off the deck, in which were three of the crew, and the master. They were unable to regain the vessel, owing to having no thowl pins in the boat, she consequently drifted before the wind until the afternoon, when she was picked up by a French fishing smack, and taken into Dunkirk.

A steam tug rescued the remainder of the crew on the 15th, with the exception of Mr. Taylor, mate, who unfortunately lost his hold and fell, whilst aloft searching for help, on the afternoon of the 14th, perishing close to the ship, which could afford him no aid.

The Court is of opinion that, the master having failed to make the Galloper Light, as he intended, about 5 a.m., should have hauled his ship to the westward instantly he had run his distance, sounding carefully as he proceeded, instead of keeping to the southward on a south half east course until 9.30 a.m. of the 14th.

In the Court's opinion, this course was unjustifiable, and led to the disaster. The conduct of the master in going to his sleeping cabin at 9.30 a.m., after directing a south-west course to be steered, instead of personally attending to the navigation whilst on a dangerous coast, the Court deems highly censurable.

From the evidence, it is shown, that although the master was fully capable of carrying on his duties on the night and morning of the disaster, he had nevertheless been drinking during that time. The witnesses (three) defining his conduct as "not quite sober."

The loss of the "Cydonia," the Court attributes to careless navigation, and non use of the lead after passing the Leman and Owers.

*Judgment.*

The Court, after carefully weighing the evidence, and comparing it with the written statement put in by the master, can come to no other conclusion than that the "Cydonia" was lost by careless and inattentive navigation. From the statements made by three of the crew, the master seems to have been more in his cabin than on deck on the 14th, and there is great reason to fear, that although not inebriated, he was indulging in drinking. From the time when, on the 13th January at noon, they passed what was supposed to be the Leman and Ower Buoy, no special pains, beyond a single cast of the lead, as sworn to by the apprentice, but denied by the seamen, appears to have been taken to ascertain the ship's position. The course steered was chiefly S. ½ E. The master, during his own watch on the morning of the 14th, was called out of his cabin to look at a light on the starboard bow, but although evidently from his remarks, expecting to see the Galloper Light, he gave no instructions, but returned to his cabin. On the same morning about half-past nine, during the mate's watch, he was called up by the mate, who made out land in the distance, but although he ought to have known that he must be near the French Coast, and in the vicinity of a network of sands, instead of remaining on deck, he returned to his cabin.

The Court is of opinion that under such circumstances, it was the duty of a prudent master to have remained on deck until she was in a safe position, and by the neglect of such duty, he has led to the loss of a good ship, and what is more to be regretted a valuable life; the Court, therefore, finds William Henry Hildebrandt in default, and suspends his certificate from this day for twelve calendar months.

GEO. R. BOOTH, J.P.
A. G. MCKENZIE. J.P.
B. G. W. NICOLAS, R. WILSON, } Nautical Assessors.

## "D. B. R."

The "D. B. R." was a barque, built of wood at Maitland, in the county of Hants, Nova Scotia, in 1862, of 380 tons, registered at Glasgow in the same year, and owned by Robert Bell, of Blyth, Northumberland, and others. She sailed from Cronstadt on the 15th of October last, with a cargo of deals, and manned by a crew of 11 hands all told, including her master, Mr. Thomas Farrel (who holds a certificate of competency, No. 33,667), and mate, William Pryde (whose certificate of competency is No. 24,741), bound to London.

The vessel proceeded on her voyage with moderate weather and fair winds until Wednesday the 20th of October.

The weather was rather hazy during the evening. At 8 p.m. the land was seen, and the captain, after setting the course, went below, leaving orders with the mate to give the land or light a wide berth.

About half-past 10, or quarter to 11, a shore light was reported, two fixed white lights bearing two points on the starboard bow, which proved to be Nidengen. The vessel at this time was sailing about eight knots an hour under plain sail, and according to the log was steering N. and by W.

The sea was smooth; there were several vessels' lights seen. About quarter to 12 at night they were drawing near the light, and at 12 o'clock the ship grounded. The lights bearing N.E. and by E.

The captain was below; he immediately came on deck, ordered the sails to be thrown aback, and soundings to be taken, which showed 13 feet of water. The vessel was too fast aground and did not move.

The next morning fishermen's boats came alongside, into which portion of the cargo was discharged, and with whose help anchor and hawser were run out astern; ultimately a tug arrived, that also failed to get her off, and then both tug and fishermen left the ship. During next night the crew succeeded in dragging her about 20 fathoms, but not afloat.

The following Sunday, 24th October, the tug "Firdig" arrived and towed her off.

The ship all this time made but little water, and was towed to Obersand, and afterwards to Goleburg, whence, after being examined by a diver, she sailed for London on the 3rd November, and arrived in London about 15th of November.

After careful consideration of the case, the Court find that the evidence is insufficient to enable them to form a decided opinion as to the cause of the stranding of the "D. B. R." The Court therefore returns the master and mate their certificates.

At the same time the Court consider that if the evidence of the log of the courses steered, and the evidence of the witnesses of the bearing of the light when first seen, are to be taken as correct, there is nothing to account for the stranding of the vessel, except a set towards the shore, which, although not mentioned in the sailing directions, is somewhat confirmed by the fact of two other vessels stranding on the same place about the same date, and the statement of the mate that the cargo of one of these drifted ashore on the Swedish Coast.

GEO. SAMS, J.P.
M. ALBERT TROUGHTON, J.P.
C. S. BROOME, WM. PARFITT, } Nautical Assessors.

## "DANTE," (S.S.), and "GRÖNSVOER."

This was a case of collision between the above-named vessels, by which the "Dante" foundered, with the lamentable loss of 22 lives.

The "Dante" was an iron steamship, built at South Shields in the year 1874. She was schooner rigged, of 1,743 tons gross, and 1,132 tons register, and belonged to Messrs. Robert R. Glover and others. At the time of the casualty she was on a voyage from Liverpool to Bombay, with a cargo of machinery, her crew consisted of 30 hands all told, and she was commanded by Mr. James Buchanan, who holds a master's certificate of competency.

The "Grönsvoer" was a timber built sailing ship barque rigged, nearly new, of 450 tons register, she had a crew of 13 hands all told, and was commanded by Mr. Christian Emanuel Nielson. She had left Charlestown with a cargo of cotton, calling at Queenstown for orders, and at the time of the casualty was proceeding from thence to Liverpool. According to the evidence on the part of the "Dante," on the night of the 29th of December last she was steering S.W. ¾ S., head to wind, at the rate of seven knots, when the red light of a vessel was seen upon the starboard bow, at the distance of one or one and a half miles. The helm was then ported, and hard a-port, and the approaching vessel brought on the port bow. In a short time the barque opened her starboard or green light, and a fatal collision immediately ensued.

On the part of the barque, it was stated that she was steering E., with the wind free at S.W. by S., when the mast-head light of a steamer was seen on her port bow, at the distance of five or six miles; that the steamer gradually approached till her green light became visible, nearly ahead, but still upon the port bow. That the steamer continued her course till she arrived upon their starboard bow; she then suddenly ported her helm, when three or four cables length off, and ran across the bows of the barque, carrying away a portion of the "Grönsvoer's" stem, but without injuring her jibboom or bowsprit. How this could possibly have happened the Court was at a loss to perceive. When this manœuvre took place, the barque, instead of continuing her course, put her helm hard a-starboard, and

ran into the steamer, the barque receiving no other damage than a part of her stem being carried over to port, and the fore brace carried away.

Two of the mates of the "Dante," and some of the crew succeeded in getting on board the barque, while the vessels were in collision, and reported that their vessel was sinking, urging the master of the barque to lower his boats; great delay occurred before any effort was made to do so, and nearly two hours elapsed before a small boat was lowered. The master of the "Grönsvoer" stated in his evidence, that after his vessel cleared the "Dante," considerable confusion prevailed, and that owing to the presence of some leakage, he was uncertain as to what damage his vessel had sustained (and thus delay in launching this small boat was occasioned). This small boat succeeded in picking up Noble, the second engineer of the "Dante," who had been supported on a spar, the people in the boat heard the cries of others in the water, but were afraid to approach, for fear of the wreckage, and as their lantern was knocked out, the boat returned to the barque, and reported that they had seen some men in a boat, when they picked up Noble, about a cable's length from them. For some reasons, which were not satisfactorily explained to the Court, no further efforts were made till 8.30 a.m., or 6½ hours after it was known on board the barque that there were other lives to be saved. They then succeeded in rescuing the captain of the "Dante," the chief engineer, and another. Had more strenuous efforts been made at an earlier period it is quite possible that more lives would have been saved.

On reviewing the evidence in this case, conflicting as it was on many points, the Court could not but consider the version of the collision as given by the "Grönsvoer" to be, to say the least, somewhat extraordinary, but as they were assured that proceedings were then pending in the Admiralty Court they refrained from expressing a decided opinion as to which vessel was actually in fault, and therefore returned the certificates of the first and second mates of the "Dante."

With regard, however, to the attempts made to save life, a matter more particularly within their province, they have not hesitated distinctly to attach great blame to the master of the "Grönsvoer."

J. H. Patteson,
Stipendiary Magistrate.

Hy. Harris,
Henry Knox,
} Nautical Assessors.

## "DARIEN," (S.S.)

The steamship "Darien" was built at West Hartlepool in 1863, of iron, of 1,182 tons gross, and 864 registered. She was owned by Messrs. Mansergh, and others, of Liverpool. She was commanded by Mr. William Shaw, who holds a certificate of competency, as master, dated 1st August 1862, and she had a crew of 25 hands all told. She left Norfolk, Virginia, on the 30th November last, with a full cargo of 2,820 bales of cotton. On the 17th December at noon, by account having had no observation for longitude since the 12th, but one for latitude on the 16th, at noon, they were in lat. 51° 18′ N. and long. 6° 50′ W., and at the same time they got soundings in 57 fathoms, the ship steering E.N.E. course, going about 8 knots. At 8 p.m. soundings were again taken for the last time previous to the disaster in 46 fathoms, and the same course was continued. About 12.30 a.m. on the 18th a red revolving light was seen on the starboard bow, which remained in sight until 2 a.m. when it was last seen on the starboard quarter. This light was taken for the Cardigan Bay Lightship, but the same course was continued, and no soundings were taken. About 7.45 a.m. land was seen ahead, and the course was changed to N.E., with a view to make Holyhead, as the master stated that he thought the land was in Carnarvon Bay, and that he must have passed outside the range of Bardsey Light. At 9 a.m. land was seen on the port beam. Sail was taken in, and the vessel's head was brought to W.N.W., when she took the ground about 9.30 a.m. on the edge of a shoal called the Causeway in Cardigan Bay. The engines were stopped by the engineer, but they were immediately turned on ahead for 15 minutes, when, finding that there was deeper water astern, the engines were reversed, and about 10.15 a.m. she floated off, and was taken to Holyhead. She made no water while on the reef, but on floating, a leak was discovered, which they managed to keep under till she was moored in harbour. Upon examination she was found to be materially damaged.

The Court, after a careful consideration of the evidence, and a reference to the chart of the channel, found it impossible to account for the undoubted position of the ship when stranded, according to the testimony of the witnesses. At 8 p.m. on the 17th, when they took the last cast in 46 fathoms, they considered that they were somewhere between the Smalls and Tuskar, and the course steered from that time was E.N.E. true magnetic, till 7.45 a.m. on the 18th, at an average speed of about eight knots an hour. Looking at the position of the ship when stranded, the Court could not see how she could have got there; passing the Cardigan Bay Lightship, as asserted, on their starboard side. But even assuming, that at 2 a.m, on the 18th, the ship lost sight of the Cardigan Bay Light abaft the starboard beam, the master should have steered a much more northerly course for Holyhead, as a careful reference to his chart would have told him.

On the evidence, therefore, the master was gravely in default in the navigation of his vessel. The Court also considered that the master was inexcusable in not making continued use of his lead after 8 p.m. on the 17th. Had he even after 2 a.m. on the 18th taken a cast it would have indicated his danger, and probably prevented the accident. The Court suspended Mr. William Shaw's certificate for six calendar months.

T. S. Raffles,
Stipendiary Magistrate.

John Steele,
R. Ashmore Powell,
} Nautical Assessors.

## "DAYLIGHT."

The "Daylight" was a barque rigged vessel, 329 tons register, built of wood at North Hylton, in the county of Durham, in 1870, and was owned by the Messieurs Rowell, of Sunderland. She sailed from Beyroot, in ballast, bound to Latakia on the 28th November, under the command of Mr. James Christopher Reed, who held a certificate of competency, No. 91,589, dated 30th November 1869, and had a crew of 11 hands all told. Nothing noteworthy occurred until 8 p.m. on the 29th, when all small sail was taken in, and the courses hauled up, the ship was hove to with her head inshore, the land being about three miles distant with Rasa Ibn Hani Light, also the harbour and town lights of Latakia in sight.

The night was dark but clear with breeze from S.S.W., inclined to freshen after 8 p.m.; about 9 p.m. the boatswain took a cast of soundings in 19 fathoms, and immediately afterwards called the master (who was in his cabin reading). The master came on deck and ordered the mainyard to be taken forward, and the foresail to be set to give the ship way for stays, but before these orders could be put into execution, the land was discovered to be close aboard, the helm was put down, but the ship refusing stays grounded upon the rock. The longboat and gig were stove in launching; after this a whip was put upon the mainyard, and by this the crew landed about 11 p.m. Previous to landing the rudder was discovered to be disabled, and the water in the hold to have risen above the ballast. On the following morning the "Daylight" was found to have filled level with the water outside. A cross bearing of Rasa Ibn Hani Light and the harbour light of Latakia would have given the vessel's true distance from the land when she was hove to at 8 p.m.; or failing this the master should not have approached a lee shore without having his ship perfectly under command after the harbour lights of Latakia had been shut in, or after Rasa Ibn Hani Light had been brought to bear west of north.

*Judgment.*

The Court having considered the evidence adduced in this inquiry, with the statement of the master, is of opinion that the stranding of the barque "Daylight," on the night of the 29th of November 1875, on the coast of Syria, and the subsequent total loss of that vessel is to be attributed to and was caused by the culpable neglect of James Christopher Reed, the master, finds him in default, and adjudges that his certificate of competency, No. 91,589, be suspended for a period of nine calendar months from this date.

The Court taking into consideration the previous good character of the aforesaid James Christopher Reed, recommends that a chief mate's certificate of competency be granted to him during the period of suspension.

Geo. R. Booth, J.P.
Francis Ritson, J.P.

John Steele,
C. S. Broome,
} Nautical Assessors.

## "DUCHESS OF SUTHERLAND," (S.S.), and "EDITH," (S.S.)

The "Duchess of Sutherland" and the "Edith" were paddle-wheel steamers built of iron at Hebburn, in the county of Durham, in 1869 and 1870, the "Duchess of Sutherland" being of 446 tons and the "Edith" of 442 tons registered, and were almost sister ships.

They were owned by the London and North-Western Railway Company, and were employed in the traffic between Holyhead and Ireland.

The "Duchess of Sutherland" left the North Wall, Dublin, at 8.10 p.m. on the 7th ult., the weather being moderate and fine, bound to Holyhead, under the command of Mr. James Alexander Beaumont, who holds a certificate of competency, dated 26th March 1851. She had a crew of 28 hands all told, 134 passengers, 10 head of cattle, 3 horses, 30 sheep, and 120 tons of general cargo, and duly arrived off Holyhead Breakwater at 1.30 a.m. on the 8th.

The "Edith" left her berth in the old harbour of Holyhead about 1.30 a.m. under the command of Mr. Richard Owen, who also holds a certificate of competency as master, dated 8th August 1862, and with a crew of 28 hands all told, 40 passengers, and about 15 tons of general cargo, bound to Greenore. When the "Edith" cast off from her berth a red light was hoisted on the shears on the jetty.

This light is always hoisted on the departure of an outgoing vessel from the berth, and is kept up until the vessel has passed the end of the Admiralty jetty, and the incoming vessel is not to enter the old harbour, according to the regulations of the Company, so long as the red light remains up. At 1.35 a.m. the "Duchess of Sutherland" rounded the breakwater at the distance of about a cable and a half under easy port helm, when the red light on the shears was immediately seen, upon which the master reduced her to half speed. At this time the mast-head light of the "Edith" was seen over the jetty coming out of the old harbour, and immediately she opened the end of the jetty the red light became visible about 1½ points on the port bow of the "Duchess of Sutherland," which was then about a quarter of a mile inside the breakwater. At this time the mate of the "Duchess of Sutherland," who was with three seamen on the look-out forward, saw the red light on the shears hauled down. The master then gave orders to go on full speed, and give her more port helm. She had only taken one or two revolutions after this order when the "Edith's" green light suddenly appeared. Orders were given instantly to hard a-port, stop the engines, reverse, and full speed astern, but before her way could be stopped the "Duchess of Sutherland's" stem and port bow struck the starboard bow of the "Edith." A six-inch hawser was at once passed to the "Edith," and secured, and three of the "Duchess of Sutherland's boats were lowered.

In the meantime the vessels swung alongside, and the passengers and greater part of the crew of the "Edith" were transferred to the "Duchess of Sutherland." After that the stream anchor was let go, and the hawser secured to the "Edith" to keep her from drifting out. In the course of half an hour or 40 minutes after the collision, the vessels separated, and the "Duchess of Sutherland" proceeded to the jetty with some damage to her bows.

The "Edith" had rounded the Admiralty jetty at about a cable's length under slight starboard helm, seeing the mast-head light of the "Duchess of Sutherland" as they proceeded down the old harbour, and, immediately on clearing the jetty, made her green light about two points on her port bow.

The mate, who was on the look-out forward with three seamen, sung out to the master, who was on the bridge, "Our vessel is in the Bay," upon which the "Edith's" helm was put hard a-starboard, and in a very short time (the mate stated 30 seconds), they suddenly lost sight of the green light, and the red light of the "Duchess of Sutherland" appeared on the "Edith's" starboard bow. The engines were at once stopped and reversed full speed by the master's orders, but too late to prevent the collision. The master of the "Edith," his first mate, and one man remained in her till she was on the point of sinking, when they jumped into the water, and they were picked up by a boat. The chief engineer also jumped into the water after the vessels separated, and swam to the "Duchess of Sutherland." One fireman, named John Jones, and his brother, who had no business on board, and was not a passenger, went down in the "Edith."

The Court had no hesitation, after a careful consideration of the evidence in this case, in arriving at a conclusion that the master of the "Duchess of Sutherland" was not to blame for this collision. He might fairly and properly assume that the "Edith" would take the usual course on coming out of harbour, as there was nothing in the way to cause her to deviate from it, and if she had done so there would have been no collision.

The Court considered that the course pursued by the master of the "Edith" was the cause of the collision.

He, equally with the master of the "Duchess of Sutherland," knew the course to be taken by incoming and outgoing vessels entering and leaving the harbour, and he might, and ought to have assumed that the "Duchess of Sutherland" would have taken the ordinary course, according to the established practice. Instead of doing so, he concluded that she was not under port helm, and he wrongly starboarded his helm, and the result was a collision. The Court therefore found Mr. Richard Owen, the master of the "Edith," in default, but, taking into consideration his brave conduct after the disaster in remaining by his ship to the last, suspended his certificate for three calendar months only. Evidence was adduced during the inquiry as to the condition and equipment of the "Edith's" boats, but the Court was perfectly satisfied that there was no ground for any charge of inefficiency in that respect.

T. S. Raffles,
Stipendiary Magistrate.
Edward Hight, Henry Knox, } Nautical Assessors.

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## "DUNRAVEN," (S.S.)

The vessel left Bombay on the 6th of April, laden with a valuable general cargo, bound to Liverpool, with a crew of 25 hands all told. At the time of sailing her draught of water was 17·6 forward, and 18·6 aft. Nothing of consequence occurred (except calling for coal at Aden) until noon of the 24th, when the ship was in latitude 26.21 N., and longitude 35.11 E., the weather fine and clear, the wind light, water smooth, and no sail set, and the vessel proceeding full speed, at the rate of 6½ knots per hour. At 7 p.m. high land was seen a little on the port bow. From noon the courses and distances were as follows, viz. :—

| | | |
|---|---|---|
| Noon to 7 p.m., N.N.W. ¾ W., distance run | | 45 miles. |
| 7 p.m. to 12.30 course N.W. by W., | „ | 33 „ |
| Next 20 minutes, course N.W. ½ W., | „ | 2 „ |
| 12.50 to 1 a.m., course N. by W., | „ | 1 „ |
| 1 a.m. to 2 a.m., course N.W., | „ | 5¾ „ |
| 2 a.m. to 2.10 a.m., course N.W. by N., | „ | 1 „ |
| 2.10 a.m. to 3.40, course W.N.W. | „ | 6¾ „ |
| 3.40 a.m. to 3.50, course N.W., | „ | 1 „ |

At 1 a.m. the second mate saw high land right ahead, he thought it was the island of Shadwan; the master was on the bridge at this time. At 1.50 a.m. the second mate saw a light from aloft, which was thought to be "Ashrafi," in the Straits of Jubal; he stated in evidence that the light was a bright fixed light. Subsequently he said he thought it was a revolving one. The master and second mate saw this light from the bridge, the man at the wheel also on the bridge did not see this light. At 2.15 the master went off deck, leaving orders to be called in one hour. At about 2.40 the light was lost sight of, and the second mate states that he at once called the master, he however also stated in evidence that he did not call the master until between 3.30 a.m. and 3.40 a.m. When the master came on deck the land was plain to be seen to the northward, on the starboard side, six or seven miles distant; he then at 3.40 a.m. hauled the ship up from W.N.W. to N.W., being two points more towards the starboard land, and in 10 minutes the look-out man saw a small dark object on the starboard bow, which he thought was a buoy. He reported it to the officer on bridge but got no answer. The second mate also saw this object, and thought it was a boat; he reported this to master, who ordered the engines to be stopped, but before this could be carried out she struck on the rocks, which at once penetrated into the fore compartment. The steam pumps were at once set to work, and a fruitless attempt made to heave her off by means of a kedge anchor. At 7 a.m. the water in the ship put the engine-room fires out, and at noon, the lee side of the upper deck being under water, the master with his crew abandoned the vessel, and lay at anchor with the boats on the reef. At 4 p.m. an Arab dhow came to their assistance, and received the shipwrecked men, when it was found that the vessel had stranded on the southern end of the Shaab Mahmoud Reef, which is W. by N. ¾ N., 23 miles from the Ashrafi Lighthouse. At about 5 p.m. the "Dunraven" slipped off the reef and sank in 15 fathoms water.

The dhow lay at anchor all night, and three days after transferred the shipwrecked crew to the Italian steamer "Arabia," which vessel conveyed them to Suez, from whence they proceeded to England in the P. and O. steamer "Malwa." No lives being lost. Some 14 days after the wreck, and while on board of the "Malwa," the account of the disaster was written in the log-book, and approved of by the master. The master attributes the loss of his vessel to two causes, viz., to the light which was seen at 1.50 a.m. going out, and there being a current setting in to the reef. Although the log was written up some 14 days after the wreck, when there could have been no confusion, there is no entry regarding the light going out, or of the current, and at most, therefore, we consider that these matters had not entered the master's mind up to that time. It is stated in evidence by the two mates that they never saw the master take any observation so as to check the errors of the compasses, nor is there entry of such observations in the log-book. The master appears to have had ample warning as to the real position of the ship. Had he worked up his reckoning when the land was seen at 7 p.m. he would have found that the land then in sight to the northward was the "Sini Peninsular," some of the mountains of which are from 4,000 to 8,000 feet high. Again, had he worked up the reckoning at 1 a.m., when the land was seen and taken for "Shadwan," he would have been enabled to have discovered his real position. When the light was seen at 1.50 a.m., had he worked up his reckoning, he would have found that his vessel was upwards of 35 miles distant from that lighthouse, while it is stated in the directory that Ashrafi Light can only be seen 18 miles in clear weather. So there can be no doubt but that the light seen from 1.50 a.m. to 2.40 a.m. was a passing ship's masthead light. Whatever mistake may have occurred regarding the light, the land about Ras Muhammed was in sight on the starboard beam, distant six or seven miles, some considerable time before the vessel struck. And had the master remained on deck instead of leaving at 2.15 a.m., he would doubtless have recognised his position. When, however, he came on deck, instead of putting his vessel more away from the starboard land, he hauled her two points more towards it, and in 10 minutes wrecked the vessel.

There can be no doubt but that the cause that led to the stranding of this vessel was the careless and the inattentive manner in which she was navigated and for which the master must be held responsible.

*Judgment.*

The evidence adduced in this case is of a highly technical character, and I should have had much diffidence and hesitation in pronouncing any decision upon it had I not received most material and important assistance from the able assessors, who have formed part of this Court. It appears to me clear, from the facts proved, first that no efforts to ascertain by observation or otherwise the real position of the "Dunraven" was made by the captain after mid-day on the 24th of April, and before the striking of that vessel at 3.50 a.m. on the 25th. The neglect of this most necessary precaution seems to me to have mainly caused the loss in question, and to be strong evidence of negligence on the part of the captain; secondly, it seems to me that the captain and officers were from the first under an entirely erroneous impression of their actual position during the whole of the 24th, inasmuch as it seems plain from the careful nautical examination by the assessors of the chart produced, that the land which it is alleged by the second mate was seen on the port bow could not have been the island of Shadwan, nor could the light which the captain alleged he saw at 1.50 a.m. on the 25th have been the Ashrafi Light as asserted. In all probability it was merely the light of some passing vessel.

These combined facts appear to me to show conclusively that the vessel was not navigated with due care and skill and that the loss was occasioned by the absence of these qualities, and I cannot help remarking in passing that it appears to me a matter of much regret that the management of large vessels, such as the present, carrying valuable cargoes and still more valuable lives should be entrusted to persons who, as in this instance, show such manifest disregard to the important charge entrusted to them. It remains for me therefore only to refer to the defence which has been attempted to be set up on the part of the captain. It is suggested that the loss was caused by the alleged extinction of Ashrafi Light on the night of the 24th, and by the set of some supposed current which swept the ship out of her true course into the position in which she was lost. It is very remarkable that these two circumstances, which, if true, might have had a very important bearing on the case, have been omitted from the log, although the log is proved to have been written up some days after the wreck, and with ample time and opportunity for reflection, a fact which in my opinion shows conclusively that this suggestion is an after thought, and made to account for an occurrence which is unaccountable on any theory than that of negligence on the part of those responsible for the safety of the ship. I feel therefore that this defence is not entitled to any consideration at the hands of the Court.

In the result, therefore, I find that the loss of the "Dunraven," was caused by the negligence and default of the master.

There are two mitigating circumstances in this case, one that there has happily been no loss of life, and the other that the captain has received a good character. While giving these facts the consideration they deserve, I feel that the public interest requires that so grave a dereliction of duty as that proved in this case should receive an adequate punishment, and I therefore feel it to be my duty to order that the certificate of Captain Edward Richard Care be suspended for 12 calendar months from this date.

The Court begs to recommend the Board of Trade to grant to Mr. Care a chief mate's certificate during the period of his suspension of his master's certificate.

J. A. Yorke,
Stipendiary Magistrate.

Geo. H. Forster,
A. Ronaldson, } Nautical Assessors.

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## "DUNSANY," (S.S.)

The "Dunsany" was an iron screw steamer, schooner rigged, built at Low Walker in 1876, her official number was 70,250, and registered at Newcastle, of the burthen of 832 gross, 525 net tons. She had two compound surface condensing engines, of 98 horse power combined. Mr. Joseph Reay and Robert Bloomfield Fenwick being her joint owners. This vessel was all but new, being only on her third voyage to London, she was specially built for the coal trade, and was fitted with Price's patent self-trimming hatches.

She arrived in the Tyne Dock on 12th April, her water ballast was pumped out, and she was reloaded with a cargo consisting of 1,070 tons of gas coal, besides about 39 tons of bunker coal. And it is not alleged that she was overloaded. She drew 16 feet aft, and 15 feet forward, and with a crew of 17 hands all told she sailed on the 13th, under the command of Captain William Ferguson Adams, who holds a certificate of competency, 85,151, dated April 1867. The vessel had a slight list to port when she left the Tyne Dock, but on crossing the bar at the entrance of the Tyne she encountered a heavy sea, causing her to lurch and take a slight list to starboard, but "nothing to speak of" as described by the witnesses. At this time it was blowing strong from the E.N.E., and soon after crossing the bar the foretopsail was set, and the steamer proceeded on her voyage. The wind continued blowing a strong gale with a heavy sea. At 10 p.m. the topsail was reefed and subsequently furled. At midnight the ship was hove to on the port tack, and the wind and sea continuing to increase which caused the ship to labour, and the sea to breach heavily over her. From the constant lurching to one side only the list had considerably increased, and at 4 a.m. on the 14th, when the weather was very severe, it was considered advisable for the safety of all concerned to bear away at full speed for the Humber. Soon after this time, as appears from the evidence, the ship took three or four heavy lurches to the starboard, and the list greatly increased. Up to this time no water was found in the ship, but the sea washed up on the lee side of the deck, covered the bunker hatch, and carried away the tarpaulin of the hatch. Efforts were made to get it replaced, but in vain. The water was now seen to be running down the side of the ship under that hatch, and in a little time water appeared in the engine-room, and the list rapidly increased, so that the fires could not be kept going, and the steam went down. Signals of distress were made, and at 10 a.m. these signals were answered by two guns from the Newsome Lightship, but the passing vessels appeared to take no notice of the signals of the distressed steamer. After rounding the Spurn Light-vessel, the steam tug "Monarch," of Grimsby, came to their assistance and at noon took them in tow; she proceeded in a sinking state till about 1 p.m., when the "Dunsany" was fast sinking, the tow rope was cut, and she went down stern foremost with her masts careening into the water.

The port lifeboat and dingy had been previously got ready, the latter floated off the deck with four men in her.

The lifeboat was got into the water, and the captain and others were in her, but she capsized with the suction of the sinking ship, and those in her went down; this boat afterwards righted, and the mate was found dead in her, having been crushed by the violence of the sea in the thwarts of the boat. Finally, the master and the others were rescued and were taken on board the tug, with the exception of the mate, second engineer, and two others who lost their lives in this unfortunate disaster.

Reviewing the evidence that has been submitted to the Court in this unfortunate case, the unanimous conclusion come to is, that this vessel was lost in consequence of the shifting of her cargo, caused by the violence of the wind and sea which prevailed on the night of the 13th and the day of the 14th April. The attention of the Court was repeatedly drawn to the construction and action of Price's patent self-trimming hatches, with which this vessel was fitted, but the Court is not prepared to report that this mode of trimming contributed to the serious shifting of the cargo, and consequent loss of this vessel, yet it would venture to suggest that where these self-trimming hatches are used a strong set of shifting boards ought also to be used.

*Judgment.*

The Court have given the utmost attention to the voluminous evidence that has been produced in this case, and the conclusion they have come to is that the ship has been lost by a combination of circumstances over which Captain William Ferguson Adams had no control or power. They therefore exonerate him from all blame, and return him his certificate of competency, No. 85,151, and dated April 1867.

HENRY MILVAIN, J.P.
JOHN BURRELL, J.P.
EDWARD HIGHT, G. TREFUSIS HOLT, } Nautical Assessors.

## "EAGLE."

The "Eagle" was a wooden barque, built at St. John, N.B., in 1851, and was owned by Mr. Joseph Wilson, of South Shields, and others, of 949 tons registered. She was purchased by her present owners in 1866 for 3,000*l.*, and has since been thoroughly overhauled and repaired on several occasions, the sum of 3,700*l.* having been expended on her hull. Since March 1873 2,200*l.* had been spent upon her. She met with an accident by stranding, when in charge of a pilot in the River St. Lawrence, in March 1874, since which time she had been thoroughly overhauled and repaired in graving dock, and after survey by several surveyors, on behalf of insurance companies, she was reclassed in American Lloyd's in October 1874 as A ½ for three years. She was insured on her last voyage for 4,640*l.*, ship and outfit. She left Leith on the 20th November 1875 with 500 tons of sand ballast for Pensacola, with a crew of 18 hands all told, and under the command of Mr. John Oatway, who holds a certificate of competency as master, dated 16th September 1871. The weather was fine, and the wind, though at times squally and strong, was favourable, and all went well till the 27th November, the ship being pumped with the windmill pump once in 24 hours, and sucking after from 20 to 30 minutes spell.

On the 27th the ship began to leak, and on sounding 2 ft. 3 in. were found in her. All the three pumps were then set to work. On the 30th the vessel was still making water, and the ship showed signs of sinking amidships, the main deck opening at the front of the poop, and the deck ends of the poop started from one to two inches. A quantity of water got into the fore hold through the bow ports, and having got above the ballast, the men were set to bale, which they continued till the water rose too high for them to work under the rolling of the ship. They then went aft, and requested the master to bear up for the nearest port, and after consulting with the mate and carpenter he altered his course to S.E. He continued this course for about 16 hours, when, finding they were gaining upon the leak, he called the men aft, and told them that he should continue his voyage, and he shaped his course accordingly. It was, however, found that when she again headed the sea under heavier weather the leak again gained upon them to such an extent that on the 1st December, with all the pumps going, and the donkey working the main pump, there were 4 ft. 6 in. in her, though the baling was also continued. Soon after 8 a.m. on the 2nd a steamer was seen, and signals of distress were hoisted. At this time the water, in spite of all efforts, was constantly gaining upon them. The steamer, which proved to be the "Ambriz," sent a boat alongside, and though the master tried to induce the crew to remain by the ship and navigate her to the nearest port, with the exception of the mate, boatswain, and carpenter, they all refused, and eventually they left her with about five feet of water in her, and went on board the "Ambriz," which carried them to Madeira, whence they came home, the master being the last to leave his ship.

No lives were lost.

The evidence given in this inquiry satisfied the Court that there was no cause for doubting the seaworthiness of the "Eagle" when she sailed from Leith Roads on the 20th November.

The account given by the witnesses of the drooping amidships, sinking of the main mast, &c., led the Court to conclude that there must have been a material weakness in the ship, notwithstanding the extensive repairs which she received in October 1874, after the stranding in the St. Lawrence. It was clear that the master could not have taken his ship into port without the active co-operation of his crew, owing to the necessity which existed for continued pumping and baling, arising from the serious leaking which was going on and increasing.

Under these circumstances the Court could not condemn the master for the abandonment of his ship so far from a port of refuge, and at that season of the year, when the means of escape offered to the crew by the appearance of the steamer "Ambriz," and they insisted upon leaving her. The Court, however, regretted that means were not tried for the purpose of opening the ceiling immediately under the leak around the bow port, so as to admit the water to the pumps, which remaining and increasing in the forehold, in spite of all their efforts produced the alarm which led the crew to believe that there was danger in remaining by the ship. The Court returned to Mr. John Oatway his certificate.

T. S. RAFFLES,
Stipendiary Magistrate.
JOHN STEELE, R. ASHMORE POWELL, } Nautical Assessors.

## "EARL OF ELGIN."

The "Earl of Elgin" is a wooden bark, built at Quebec in 1852, of 979 tons registered, and is owned by Mr. Henry Dinning, of the same place. She was commanded on her last voyage by Mr. John Dow, who holds a certificate of competency as master, dated 17th December 1866, and had a crew of 23 all told. She sailed from Port Glasgow, on the 13th April, with a cargo of 600 tons of coals, bound for Quebec. About 7 p.m. on the 13th May, Cape North bore N.W. by W., 28 miles, and they got among the ice early on the following morning. At 4 a.m. on the 16th the S.W. point of Anticosti bore N.E., 12 miles, the ship steering N.W. ½ N., with a fresh breeze from N.E., thick weather, and showers of sleet and rain. This course was kept till noon, when she had run 62 miles from 4 a.m. The ship was then kept N.W. by W. till 3 p.m., having run 27 miles. The course was then changed to W. by S., and continued till 9.40 p.m., when she had run a distance of 54 miles. At 6 p.m. sail was shortened to upper reefed maintopsail, lower topsails, and foretopmast staysail. About 9 p.m. the master appeared to have worked up the reckoning, and on consulting the mate they considered the ship was rather to the northward of mid-channel, in the entrance of the River St. Lawrence. At 9.30 p.m. the look-out reported a light half a point on the port bow, and immediately after the mate thought he saw land right ahead, and reported it to the master, who ordered the helm to be put a-starboard, bringing the ship round on the port tack, with her head to the southward and eastward. Shortly afterwards she struck heavily on the rocks, and remained fixed, Sail was shortened, but the men did not go aloft, owing to the ship bumping. The lifeboat was got out, and four men pulled her on shore with a line, by means of which they all landed at daylight. The ship at that time had made about five feet of water. On the 18th, the weather having moderated, the crew went on board, unbent sails, and laid the stream anchor out, and the donkey-engine was set to pump the ship out, but failed to keep her free. The master communicated with Quebec, and assistance was sent to the ship. On the 26th they commenced taking out coal, and having thrown over and discharged into lighters upwards of 300 tons, a platform was built at low water over her keelson, and by that means the water was kept down. She was then floated, and taken up to Quebec, where she was docked and properly repaired, and eventually she returned home.

No lives were lost.

The Court was of opinion that the stranding of this ship was in the first instance to be attributed to the state of the weather on the afternoon and night of the 16th May. Under such circumstances it would have been more prudent to have hove the ship to before dark, where there was ample sea room, as the weather prevented them making out either of the lights at the entrance of the St. Lawrence, their only safe guide. Having, however, gone on, notwithstanding that they failed to make out the lights, the Court found that there was an error in their calculation, which unfortunately put the ship on the south shore near Cape Chatte, while they were under the impression that they were approaching Point de Monts on the north shore. All the evidence went to show that the master was most attentive to his duties, and had been on deck all the time since passing the S.W. point of Anticosti. Perhaps his long experience of the navigation of the St. Lawrence, made him over confident as to his position, but the Court considered that an error of judgment only was committed, and returned to him his certificate.

T. S. Raffles,
Stipendiary Magistrate.

R. Ashmore Powell, } Nautical Assessors.
Thos. Beasley, }

## "EASTELLA," (S.S.)

The "Eastella," an iron steamship, was built at Sunderland in the year 1871. She was schooner rigged, of 973 tons gross, and 627 $\frac{70}{100}$ tons register. She was manned by a crew of 21 hands all told, was commanded by Mr. Charles Neubauer, who holds a master's certificate of competency, and belonged to Mr. Samuel Brook Jackson, John Proudlove Beaumont, and others.

This vessel left Riga on the 8th of December last for Dunkirk, after leaving Elsinore she experienced thick foggy weather, and at 2 a.m. of the 16th of that month she grounded on the Long Sand on the English Coast. Owing to the accidental death of the chief mate since the arrival of the ship in London there was no evidence to show how she was so far out of her proper course. The ship appears to have floated off the Long Sand at high water on the same day, and to have proceeded on her voyage. Off Calais she took on board a pilot, and while in pilotage charge again ran aground. She came off in some two or three hours, and upon entering Dunkirk Harbour came into collision with a smack.

It is difficult for the Court to say in the absence of any precise evidence, whether the first or all of these several accidents caused material damage. The evidence, however, shows that the ship is now in the Victoria Dock undergoing repair.

The master appears to have constantly stopped the engines and used the lead prior to grounding on the Long Sand, and were it not for the loss of the chief mate, who was unfortunately drowned through falling into the dock a few days since during a fog, the Court might have been better able to arrive at a more satisfactory conclusion as to the cause of the ship's stranding in the first instance.

The Court is of opinion that the stranding of the "Eastella" was a proper case for investigation, but in the absence of further evidence, which is now never likely to be afforded, it returned Mr. Neubauer his certificate.

John Balguy,
Stipendiary Magistrate.

Henry Harris, } Nautical Assessors.
G. Trefusis Holt, }

## "EASTHAM."

The "Eastham" was a sailing ship, built of wood in the United States, in the year 1856. She was first named the "Henrietta," then the "Bird of Paradise," and afterwards sold to British subjects in the year 1871 when she received a British register, official number 45,897, and was called the "Eastham." She was 639 tons register. Barque rigged. James Turpie, of North Shields, managing owner.

She was not classed.

On the 16th June 1875 the "Eastham" sailed from Greenock for Quebec with a cargo of 400 tons of coal, having a crew of 15 hands, including the master, who held a certificate of competency, No. 94,611. She arrived at her destination on the 2nd August in good condition, the pumps being only once worked every 24 hours for a quarter of an hour, although she had met some bad weather.

On the 23rd August she sailed from Quebec for Greenock with a cargo of logs and deals, having a deck load of 80 or 90 logs of timber which came nearly up to the rail. These were lashed to the deck, and shored into the side of the ship.

At 3 a.m. on the 6th of September an ordinary seaman fell overboard, the wind being light at the time, but there was a heavy swell, and the boy was unfortunately drowned.

On the 12th the ship encountered severe weather, and made a great deal of water, which was, however, kept under by the starboard and windmill pumps, the port pump having been previously disabled.

On the morning of the 14th the wind had increased to a heavy gale from the north-east, and sail was reduced to the two lower topsails, reefed spanker, and foretopmast staysail. The ship labouring and straining to a heavy cross sea. The water was gaining on the ship and some of the logs on the deck began to break adrift, so that they were unable to work the starboard pump. At 11 p.m., the wind increasing, the lower foretopsail was furled, the maintopsail shortly after being blown away. The sea was then making a clear breach over her.

On the morning of the 15th the deck load was all adrift, and had carried away the bulwarks, and started most of the stanchions. The ship was then filling fast and lying over half under water. At 5.30 a.m. the master, after consulting the mate, ordered the foremost to be cut away, which was done, and the ship partially righted. On the morning of the 16th the wind and sea had moderated, but the ship was settling down, and they made signals of distress to a vessel in sight, which bore down to them, and proved to be the "Macedonian," of Newcastle; and with the boat left uninjured, and one from the "Macedonian," they abandoned the ship.

This was in lat. 49.14 N., long. 36.14 W. The ship was then full of water.

The crew were landed at Ramsgate on the 5th of October.

The Court, after a careful consideration of the evidence, found that the barque "Eastham" became water-logged on the 15th day of September last through stress of weather, and from the deck load getting adrift and starting the stanchions in the side and amidships, which increased the leakage and filled her with water.

The Court was of opinion that the master was justified in abandoning the ship, and therefore returned him his certificate.

Jos. Green, J.P.
G. Cleugh, J.P.

R. Ashmore Powell, } Nautical Assessors.
Wm. Curling, }

## "ELEANOR WHEATLEY."

The "Eleanor Wheatley," was a brigantine rigged vessel, built of wood, at Christinehamn in 1852, and was registered in Newport in April 1873. She was at that time extensively repaired, and classed in French Lloyd's for three years 5/6 11 G. She was owned by Mr. Thomas Robins Rees, of Newport. She sailed from Cardiff, on the 21st of August last, with a cargo of 167 tons of coal, bound to Lisbon, under the command of Mr. William Hodge, and had a crew of six hands all told. Favourable weather appears to have attended her on the passage to Lisbon, where she arrived on the 7th of September. After discharging her cargo, she took in ballast for Pomaron, but during the interval Captain Hodge left the "Eleanor Wheatley" to take command of the "C. P. Knight," a larger vessel, belonging to the same owners, and Mr. John Jones, who holds a certificate of competency, No. 93,121, took command of the "Eleanor Wheatley," and, with the same crew on board, sailed from Lisbon, bound to Pomaron, on the 7th of October, where she arrived on the 12th of October. While in Pomaron the vessel's bottom seems to have been cleaned, and the caulking found sound. Ballast was discharged, and a cargo of 150 tons of sulphur ore shipped, and on the 23rd of October she was towed to Villa Real, and on the 26th sailed from Villa Real bound to Bristol. Variable winds, with fine weather, appear to have been experienced from this date to the 4th of November, when towards sunset the breeze freshened, wind about W. by N. A heavy pressure

of sail appears to have been carried during the night, and about 2 a.m. a sea struck the vessel. No damage was done on deck by the stroke of this sea, but according to the statements of each and all the witnesses before the Court, who were on board at the time, the vessel was soon after found to have considerably increased her leak.

On the following morning a vessel in company, the "Peckham," of Newcastle, was spoken with, and asked to remain by them, giving as a reason that the "Eleanor Wheatley" was leaking much. At sunset the top sail and main sail were double reefed, and jib and maintop mast staysail taken in. During the day and night of the 5th the leak pump appears to have given a spell of 10 minutes every half hour; at 7.30 a.m. on the 6th, all hands were called and both pumps worked. The wind at this time is stated by the various witnesses as having increased to a strong gale, with heavy sea, and ship labouring heavily. The pumps were sucked at 8 a.m. and one watch sent to breakfast. After breakfast, both pumps were again worked, but no suck being obtained, the after hatch was taken off, and according to the statement in evidence of William Griffin, the water in the hold was found to be above the kelson. At 10 a.m. a signal of distress was hoisted to the "Peckham," and preparations made for launching the lifeboat. This was done with safety, and the crew got safely into her with some of their clothes, the chronometer, and other instruments, and at 1.15 p.m. on the 7th, nautical time, reached the "Peckham," where they were kindly received, and on the 10th of November they were transferred to a cutter, and landed at Ryde, Isle of Wight, on the same day. The "Eleanor Wheatley" was abandoned in latitude 47° 30′ N., and longitude 8° W.

According to the statements made in evidence of David Griffiths, foreman carpenter to Messrs. Harris, the "Eleanor Wheatley" was placed on the gridiron in Newport during March 1875, and her seams tested and butts caulked under his inspection, and according to the statements in evidence of David Morgan, the mate, her seams were again tried and caulked, where needed, by himself, in Lisbon. Had this been done, it appears remarkable that the vessel should have made seven inches per hour on the day she was loaded at Pomaron, as stated in evidence by William Griffin. This witness further states that on the following day the leak decreased to three inches per hour, and when they left Villa Real she was making two and a quarter inches per hour, and adds that this result coincided with their expectations, as the planks would swell when immersed, and the ship would gradually become tight.

The Court have no desire to qusstion the swelling of the plank when immersed after long exposure to a hot sun, while lying light in Lisbon, waiting for a new master, but are of opinion that the oakum soft in the seams from the planks shrinking also became swollen, and having no firm rest in the seam, was further loosened when the sea struck the ship on the morning of the 5th, and spewed out of the seams when she began to labour heavily on the morning of the 6th of November, and thus caused the leak that gained so rapidly upon the pumps.

The Court do not consider the abandonment of the "Eleanor Wheatley" as premature, but are agreed that the leakage that caused the abandonment might have have been prevented by careful inspection of the state of the ship's top side seams during the voyage; but having regard to the short period of time Mr. Jones had been in command of the vessel, and the favourable condition of the ship reported to him by Mr. Hodge, the late master, they acquit him of default.

The Court, however, regret the master's ready acceptance of the decrease in the vessel's leakage after leaving Pomaron as an indication of decreasing danger, and on returning him his certificate wish to impress upon him the assurance that had he been in command of the "Eleanor Wheatley" from the date of her leaving Cardiff, the Court would have had seriously to consider whether his certificate should not have been suspended.

G. W. Jones, J.P.
G. B. Gething, J.P.
John Steele, Ed. White, } Nautical Assessors.

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## "ELEONORE."

The "Eleonore" was a barque rigged vessel, having a spare deck above her tonnage deck.

Her port of registry was Bristol, her owners being Edwin Clifford Cummins and Robert Humphrey Marten, of Bristol, shipowners and co-partners. Her tonnage is thus described on the certificate of registry:—

Particulars of Tonnage.

| Gross Tonnage. | No. of Tons. | Deductions allowed. | No. of Tons. |
|---|---|---|---|
| Under tonnage deck - | 402·03 | On account of space required for propelling power. | |
| Closed-in spaces above the tonnage deck, if any space or spaces between decks, spar deck. | 261·05 | On account of spaces occupied by seamen or apprentices and appropriated to their use, and kept free from goods or stores of every kind not being the personal property of the crew. | |
| Poop cabin space above spar deck. | 16·26 | | |
| Forecastle round-house for crew. | 15·03 | | |
| Other closed-in spaces, if any, as follows: | | These spaces are the following, viz.:— | |
| Gross tonnage - | 694·37 | C. M. Deck-house 10·37 | |
| Deductions as per contra - - - | 20·50 | 1965·06 Carpenter 2·12 | 20·50 |
| | | 58·01 Mess-room 8·01 | |
| Registered tonnage - | 673·87 | 1907·05 Total deductions | 20·50 |

The master of the "Eleonore" on her last voyage was Whinfield Henry Stephen McMillan, who held an extra certificate of competency, No. 19,806, dated 22nd January 1859.

The crew consisted of one mate (holding a master's certificate of competency) and 14 men.

The vessel sailed from Cardiff on the 2nd November 1875 for Bahia, having cleared at the Customs on the 29th of October.

She was laden with coals, of which 878 tons formed the cargo, and 9 tons ship stores. The larger portion of the cargo was carried in the hold, and the remainder in the spar deck; when thus laden it is alleged that her draught of water was 16 feet fore and aft.

The "Eleonore" was fitted with a patent screw steering apparatus in 1873, and had no tiller fixed. After leaving Cardiff she encountered no weather to complain of till she was clear of Lundy; after which it was boisterous and squally; she however continued under lower topsails and staysail.

On the 10th November the helmsman discovered that she would not pay off, and on examination it was found that the rudder head had worked loose in the collar of the steering apparatus, which no longer controlled the rudder. An abortive effort to tighten the head in the collar with wedges was made, but they could not be fixed; in attempting to fix the iron tiller one of its arms was broken, and then the crew succeeded in fixing the rudder, by securing its head below the broken part in the collar with chains. This is alleged to have happened in long. 6 W. and lat. 47 N.

The ship at the time still continued to carry two lower topsails.

About half-past 4 a.m. on the 11th November the mainmast went over the side, carrying with it the mizen topmast and head yards, starboard rail and stanchions.

Two bolts in the after chain plate of the maintopmast backstay had given away on the portside, but the maintopmast backstay was not carried away.

When the mainmast went she was carrying her main topsail only, and there was a heavy swell running.

She did not ship water, but rolled heavily both ways, and rolled in water on the weather as well as on the lee side.

When rolling the rigging slackened and strained very much.

The mizen was set, and the wreck cleared away.

The foretopgallant mast went about two hours afterwards, and it was cleared away from the ship.

About 3 p.m., with the aid of her foretopmast staysail brailing the mizen, and by adjusting the temporary fixing of the rudder, the captain was able to wear ship.

Although the vessel rolled in water, pumping was scarcely needed, the men tried to work the main pumps, but could not stand, and as she carried a windmill pump, that was found sufficient to keep the ship tolerably dry.

About 1 a.m. on the 12th the weather improved. Towards daylight the captain and carpenter consulted about making a hole between decks in the rudder casing, and there inserting a tiller, but nothing was done, as shortly after a French steamer, the "Galillee," hove in sight.

On being hailed she consented to take the crew of the "Eleonore" to Rochefort, her own destination, but would not tow the barque. The "Galillee" was a screw steamer, and carried a full cargo of coal.

The crew of the "Eleonore" launched their own longboat, and made two trips to the steamer, with two men pulling and one steering with an oar.

The steamer's boat was much smaller, and came to the "Eleonore" twice, being also rowed by two men. The captain saved some clothes, and also the ship's articles and official log, but the ship's log was left behind.

When the "Eleonore" was abandoned, the weather had abated very considerably, and up to 6 a.m. on the 12th the ship had very little water in her hold, the reports varying from 11 to 13 inches, and the windmill pump, when used, was able to clear the ship.

At 6 a.m. the carpenter sounded, and found 18 inches of water, after which he made no more soundings, as the French steamer soon after appeared.

Before leaving at 9 a.m. the captain sounded, and found, as he alleges, 2 feet 6 inches of water. If true, the main pumps would soon have cleared this.

No real effort was made to fix a tiller below deck, and although the wind had gone down, so that the longboat was launched safely, the men were not directed to pump ship.

The foremast and mizen were still standing, and there was a complete spare suit of sails on board, but no attempt was made to reach a French harbour, although the wind had abated, and was blowing from a favourable quarter.

*Judgment.*

We find that the "Eleonore" was abandoned, on the 12th November last, prematurely, without adequate efforts being made to save her. We therefore find the master, Whinfield Henry Stephen McMillan, in default, and adjudge that his certificate of competency, No. 19,806, be suspended for the space of four calendar months.

HENRY J. MILLS, J.P.
GEO. WILLS, J.P.

We concur in the above judgment, but as we consider the "Eleonore" was overloaded, we shall forward our reasons to the Board of Trade for not concurring in the whole of the foregoing report.

GEO. H. FORSTER,
ARTHUR RONALDSON, } Nautical Assessors.

*Report of Assessors.*

The "Eleonore," official number 59,976, was a barque, built of wood, at Quebec, in 1870; she is described in her English register, dated 1872, as a vessel having one deck and a spar deck, her gross tonnage being 694 tons, made up in the following manner, viz.: under tonnage decks 402 tons, enclosed space under spar deck 261 tons, decks houses 31 tons, total 694 tons, her registered owners being Messrs. Cummins and Marten, of Bristol, in equal parts, and was registered as of that port.

On the 2nd November 1875, the vessel having laden with a cargo consisting of 887 tons of coal, sailed from Cardiff, bound for Bahia in the Brazils; she had a crew of 15 hands, including W. H. S. McMillan, her master, who held an extra certificate as master, No. 19,806; at the time of sailing her draft of water was 16 feet fore and aft, and her main or tonnage deck was 3 inches under water, while the freeboard disc was 9 inches out of water, and the spar deck 5 feet 9 inches out of water. Nothing of importance occurred until about 2.30 p.m. of the 10th November, when the vessel being in lat. 47 N. and long. 6 W., with a strong wind from the westward, ship's head N.N.W., under two lower topsails and fore and main topmast staysails, there was a considerable swell or sea, and the vessel rolled violently, so much so that the sea came in on the weather as well as on the lee side. While the vessel was so rolling, the screw steering apparatus that was attached to the rudder head worked loose, and the rudder head worked so that it turned round in the iron band that should have held it fast, thus rendering the steering geer useless. An unsuccessful attempt was made to ship the spare tiller, then a chain was wound round the lower part of the rudder head, and tackles placed on the end of it, so that the rudder was kept in its place. The vessel continued on as before, until about midnight, when she was hove to under a lower main topsail; the heavy rolling continued, and at 4.30 a.m. on the 11th November the mainmast rolled over the side, carrying the fore and lower foretopsail yards with it, also the mizen topmast and mizen gaff and boom. After the wreck had been cleared away, that is, about 8 a.m., the pumps were sounded, and 15 inches found in the well, being the same amount as was in the well on the previous night. An attempt was made to work the main pumps, but the violent rolling rendered it impossible; the windmill pump was set to work, which was sufficient to keep the water down; the vessel was then wore with head to the southward. The foretopmast staysail and mizen being set at noon on the 11th November, there were 16 to 18 inches water in the well, and 8 p.m. of the same day there were 14 to 16 inches, and 6 a.m. of the 12th there were 18 inches of water, the windmill being sufficient to keep the water down. After the carpenter had sounded the pumps at 6 a.m., he, with the master, went below into the after part of the vessel, to consult as to the advisability of cutting a hole through the rudder trunk and shipping a tiller in the between decks. Before anything had been done the French steamer "Galillee" hove in sight, whereupon the carpenter abandoned the idea of fitting a tiller; the French steamer was spoken, and her captain refused to take the "Eleonore," when the master having proposed to the mate and carpenter to abandon the vessel, and they having concurred, the longboat was got out, and a part of the crew, with their effects, were placed in her. The French steamer sent a small boat rowed by two men, bringing an officer; this boat towed the longboat to the steamer. Some of the witnesses state that none of the longboat's oars were used, while others say two were used; it is, however, admitted by the carpenter, who brought the boat back for the remainder of the crew, that he steered, while one man and one boy rowed the longboat from the steamer to the barque against a so-called strong gale and tremendous sea. The boat having returned about 9 a.m., the remainder of the crew, with the master and his wife, abandoned the ship. The master is stated to have sounded the well the last thing, and to have found 2 feet 6 inches water in her, but why he should have sounded instead of the carpenter, or why the vessel should have made 1 foot of water in three hours, when it had remained stationery for the previous 36 hours, there is no evidence to show.

At the time of the abandonment the vessel is said to have been 15 miles N.E. of her position on the 10th, but the master having failed to save the log-book (although he saved the other papers), there is no reliable evidence by which the position of the vessel can be fixed.

When the French steamer had received the crew of the "Eleonore" she made for Rochefort, where she arrived the following day, from whence the crew were subsequently forwarded in safety to England.

In reviewing the circumstances that led to the abandonment and loss of this vessel, one cannot but remark on the excessive cargo carried by her, for although she was only a spar decked vessel of 402 tons under tonnage deck, she had 887 tons of cargo; it is, however, but just to state, that on her last voyage she brought 930 tons of rice from Rangoon to Rotterdam. The excessive weight of the cargo was evident by the manner in which the vessel behaved at sea, and to this cause must be attributed the damage that befell her.

At the time of the abandonment (two days after the loss of the main mast) very little, if any, attempt appears to have been made to fit a temporary tiller, or to rig a jury mast with the spare topmast, or to bend a foretopsail. The vessel was making very little water, in fact, not more than the windmill pump kept under, and the gale must have very much subsided when one man and one boy could row the longboat to windward; taking these facts into consideration, there cannot be any doubt but that this vessel was prematurely abandoned, for which act the Court found the master in default, and suspended his certificate for four months.

GEO. H. FORSTER,
ARTHUR RONALDSON, } Nautical Assessors.

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## "ELGIN."

The "Elgin," official number 49,107, was a brigantine built of wood at Pictou, Nova Scotia, in 1865, her registered tonnage being 311 tons. She was owned by John Grant, of Leith, and others. She sailed from Liverpool on 1st June 1876, bound for the Tyne, under command of Mr. James Young Toms, who holds a master's certificate of competency, No. 25,120, with a crew numbering 10 all told. The master's wife and two children were also on board. She was loaded with a cargo of 465 tons of salt in bulk, her draught of water being 13 feet forward and 13 feet 9 inches aft. Before leaving Liverpool sundry repairs were effected on the vessel, and she appears to have been in good order and properly equipped. At 4 a.m. on 4th June the vessel was off the Mull of Cantyre, distant about four miles, and at 4 p.m. on 10th June she was off Bernera, Barra Head Lighthouse, bearing N.W. by N. ½ N., estimated distance being 15 miles. The weather at this time was hazy, wind moderate and variable, between W.N.W. and S.W. The square sails were set, and the vessel running from 5 to 6 knots an hour. The fog from this time increased, and the land was lost sight of. The course was altered from time to time between N.N.E. and

E. by N. At 11 p.m., no land being visible on account of thick fog, the vessel struck on a rock and remained fixed. The sails were clewed up, and the boats hoisted out. At 1.30 on the 11th June the fog lifted and high land was observed close to the vessel, which proved to be Ris Melvich. At 3 a.m. the wind and sea increased, breaking over the vessel, which was sinking down, there being 5 to 6 feet of water in her. The crew got into the boats and landed on Eriskay Island. On the evening of the same day the master, with assistance from the shore, returned to the vessel and saved the sails with a portion of the running gear. On the 13th June the vessel broke up and became a total wreck. No lives were lost.

The Court, after carefully considering the evidence adduced, attribute the stranding to an error of judgment on the part of the master, Mr. J. Y. Toms, in estimating the distance of Barra Head. It appears to the Court that Barra Head Lighthouse could scarcely have been visible at a distance of 15 miles through such a haze as is described as prevailing at the time. The vessel must have been much nearer the land, and it would have been wiser had the master shaped a course more mid-channel or hove to the vessel until the weather cleared, instead of endeavouring to sight the land. He appears, however, to have been carefully anxious concerning the safety of his vessel, never leaving the deck after sighting Barra Head, and having a good look-out from the forecastle. In consideration of this, and his having the character of being a careful and attentive master, the Court return him his certificate.

Young Pentland, J.P.
Thomas Wilkie, J.P.
C. Y. Ward, Nautical Assessor.

## "ELIZABETH."

The "Elizabeth" was a brig-rigged vessel, built of wood, at Bridport, in Dorsetshire, in the year 1840, and lengthened at Whitby in 1855. She was of 168 $\frac{33}{100}$ tons register, and owned by Mr. Thomas Turnbull, and others of Whitby. Her official number was 8,908. She sailed from Amble on the 18th day of November last with a cargo of 290 tons of coals, bound for Rouen. The captain was Andrew Gatenby, of Whitby (who holds no certificate), and the vessel had a crew of six hands all told. Nothing particular occurred until 3 o'clock in the afternoon of the 19th day of November, when she was off Dimlington, the wind being then about N.N.W., and blowing a gale, the sea also running very high. The vessel's head then bore S.S.E., and the sails set were the two lower topsails, and foretopmast staysail. The same course was maintained until about 4.30 p.m., when, the weather becoming thick and dirty, she was hauled to the wind on the port tack. At about 7.45 p.m. the ship was struck by a very heavy squall, and thrown on her beam ends. At the request of the crew she was then put before the wind to right her, the wind at this time being N.N.E. The pumps were immediately sounded and two feet of water found. Soon afterwards, finding the leak increasing and the vessel being quite unmanageable, the master and crew held a consultation, the result of which was that it was decided to run for the land, which was then supposed to be about 35 miles distant. The wind and sea continued to increase, and it was impossible to take to the boats, as no boat could live in such a sea. At about 11.30 p.m. the ship took the ground near Salthouse, the master having been at the helm all the time, and the pumps having been worked when practicable until she struck. The crew, when the vessel struck, were about the mainmast and pumps, and the master at the helm. The master was knocked down by the tiller, and washed forward by the sea, when he succeeded in getting into the fore rigging, from which he saw one man only, who was in the main rigging, the rest of the crew having apparently been washed overboard. Some time afterwards the main topmast went over the side, and was followed at no great distance of time by the mainmast itself, when the master saw no more of the other man. At about half-past 12 o'clock a rocket was fired from the shore, but missed the vessel; 20 minutes afterwards another was fired, and the line fell about two yards abaft the foremast. The master came down, and with the assistance of the life line got into the wreck of the main rigging, hanging over the side, where he hung until brought ashore by the Life Brigade.

The vessel became a total wreck.

*Judgment.*

The Court finds from the evidence adduced that the vessel "Elizabeth" was perfectly seaworthy, and considering the violent gale, the leaky and unmanageable condition of the ship, and the high sea, the Court considers that the master was justified in running his ship ashore. The Court deplores the loss of life on the occasion, which might perhaps have been partially averted had the rocket apparatus been stationed nearer to the place where the vessel was wrecked, but under the circumstances actually existing the Court is of opinion that such loss of life was unavoidable.

Richard Hill, J.P.
E. Corner, J.P.
A. Ronaldson, Nautical Assessor.

## "ELLEN OWEN."

The "Ellen Owen," whose official number is 17,349, was a wooden vessel, built at Runcorn, Cheshire, in the year 1857, and owned by Captain Thomas, her late master, who holds a certificate of service, and others, of New Quay, Cardigan. She was brigantine rigged, and her registered tonnage was 131, she was reclassed at Lloyd's for eight years in 1869. Her crew consisted of six hands all told. On the 22nd day of April last she sailed from Workington, bound to Swansea, with 210 tons of pig iron on board, her draught of water was 12 feet aft, 10 feet forward. She was well equipped and in all respects effective for her voyage. On starting the wind was eastwardly, weather fine, ship under plain sail. All went well till Tuesday, the 25th day of April 1876, when at 10 a.m. they passed the Cardigan Bay Light-vessel, bearing S.E., about four miles distant, wind then drawing to the S.W.; brought the ship to the wind on the starboard tack, and continued working down channel. On Wednesday, the 26th April, wind westwardly, very light breeze, ship heading to the southward with barely steerage way, in fact, drifting with the tide. The Bishop's Light in sight until noon. At 1 p.m. a light breeze sprung up from the S.E., vessel still working to windward until 8 p.m., when Grasholm Island bore S.S.W., it came on thick, the ship continued standing to the westward until 11 p.m., when the wind shifted to the west, when she was tacked with her head to the southward. At midnight breakers were heard on the weather bow bearing about S.W.; weather at this time very thick and wind light, ship barely going a knot. Instantly the vessel was wore round and steered N.E. for a quarter of an hour, when the breakers being no longer heard the vessel was then hauled up to N. by W. $\frac{1}{2}$ W., until 2 p.m. of the 27th April, when the course was changed to N.W. by N., which was kept until she struck the shore. At 3 a.m. a supposed star was seen on the lee bow (which subsequently proved to be the Smalls Lighthouse), and before the master had clearly ascertained his position, the ship struck forward on the rocks under the lighthouse, and there remained fast. Instantly the smaller of the two boats was launched off the deck, and the master and crew quitted their vessel, reaching the lighthouse at daylight, and subsequently were landed at Milford by the Trinity House tender, on the 1st day of May instant. The last of the vessel was visible on the 28th April, when her hull had sunk, and her masts were over the side. No lives were lost.

*Judgment.*

The Court is of opinion that the loss of the "Ellen Owen" on the Smalls Rock was caused by the master, Enoch Thomas, not having made sufficient allowance for the great strength of the tides in this locality.

From the evidence given as to the courses steered, it appears (with light and variable winds and fine weather) the vessel must have been set several miles dead to windward in a few hours.

The fog was also so dense, that although a good look-out was kept the light on the Smalls was not discerned till close to, and the vessel was within a few yards from the rock.

After striking the rock, the crew appear to have been panic stricken and abandoned the vessel in the greatest haste without waiting to ascertain if she had sustained any damage.

The master, however, was the last to leave, and did remain long enough to discover that she was rapidly making water.

In other respects the navigation of the vessel appears to have been well conducted, and the Court does not consider the above-mentioned error of judgment on the part of the master calls for more than an admonition to be more careful for the future.

Under these circumstances, the Court will request the Board of Trade to renew to Mr. Enoch Thomas his certificate of service.

T. Skone, J.P.
R. Carrow, J.P.
B. G. W. Nicolas, Wm. Parfitt, } Nautical Assessors.

## "ELLEN SOUTHARD," and the LIVERPOOL LIFEBOAT, No. 1.

The "Ellen Southard" was an American ship of 828 tons, belonging to Richmond, Virginia, which sailed from St. John, N.B., on the 12th August 1875, under the command of Mr. Henry Woodworth, and was bound to Liverpool with a crew of 15 hands all told, and one passenger, and had a cargo of deals, including a deck load. All went well on the voyage, and the vessel arrived off Point Lynas about 4 p.m. on the 26th September last, when they took a pilot on board, and about 6 p.m. were taken in tow by the steam tug "United Kingdom," and proceeded towards Liverpool. The "Ellen Southard" had her fore and main lower topsails, jib, and foretopmast staysail set, the wind at the time blowing fresh from the S.W., with dirty threatening weather. About 10 p.m. the wind backed to the S.S.W., and commenced to blow harder. All sail was then taken off the ship and stowed. Between 11 and 12 p.m. the tug with her charge in tow was close up to the Formby Lightship, but the gale had increased so much and it blew so violently that it was found impossible to hold their own, and both vessels were drifting down towards the Jordan Flats. The master of the tug hailed the "Ellen Southard" to let go his anchors which was done, and the tug then slipped her hawser, but remained near the vessel until between 12 and 1 a.m. on the 27th, when the master, finding he could do no good, left intending to go to Liverpool for the lifeboat, but after some short time, owing to the darkness of the night, and the terrific violence of the gale, the tug got ashore near the one mile mark, and did not get afloat again until 7 a.m. Meanwhile the "Ellen Southard" had dragged her anchors, and was bumping heavily on the Jordan Flats.

About 7 a.m. the Liverpool No. 1 lifeboat arrived on the scene of the wreck in tow of the tug "Rattler," and cast off from her a short distance to windward. After some considerable trouble she succeeded in getting alongside the wreck, and took off 17 persons, including the master, his wife, and the pilot. This having been done, it now became a matter of great anxiety how to keep clear of the wreckage, which, however, was successfully managed. The oars were then manned, and after pulling a short distance from the ship, the mast was stepped, and sail partially set, but not hoisted up to its full extent, when a sea which is described by the coxswain, Martin, as a most fearful topper, and by Johnson, the steward of the "Ellen Southard," as "the "greatest monster of a sea he ever encountered. Something "to be felt, not seen," rose up like a wall some 100 feet to windward, and rushing towards them with fearful velocity, curled over and overwhelmed the boat, turning her completely over.

When the rush of water had somewhat subsided, 19 persons were found clinging to the boat's bottom. After some 30 minutes exposure the survivors were gallantly rescued by the New Brighton lifeboat, and eventually safely landed at Liverpool. The "Ellen Southard" soon after broke up, and became a total wreck. The Liverpool lifeboat was picked up on the beach near Crosby, and she remained knocking about on the sands several tides without materially damaging herself, and eventually was sailed back to her station at Liverpool not much the worse for her hammering. Twelve lives were lost, three of the lifeboat's crew, the pilot, and the remaining eight from the "Ellen Southard."

After a most exhaustive inquiry, two points presented themselves for the consideration of the Court: first, the cause of the loss of the "Ellen Southard," and secondly the casualty to the Liverpool lifeboat No. 1. The Court was of opinion that the loss of the "Ellen Southard" was to be attributed to a peril of the sea, arising from the heavy gale which blew on the night of the 26th and morning of the 27th of September, and to the impossibility of the tug "United Kingdom" being able to tow her to a position of safety in the Mersey. Consequently, after letting go her anchors, the "Ellen Southard" dragged, tailed on the Jordan Flats, and soon after became a total wreck. No blame can be attached to anyone.

As regards the Liverpool lifeboat, the Court was greatly impressed by the pluck and gallantry of James Martin, the coxswain, and his noble crew in their efforts to rescue the crew of the unfortunate ship in a sea which all the witnesses concurred in describing as unprecedently frightful and dangerous, and amidst a mass of floating wreckage, which rendered every manœuvre hazardous, yet notwithstanding the lifeboat succeeding in rescuing all the people from the ship, the Court was of opinion that the subsequent casualty to the lifeboat was to be attributed solely to the extraordinary and frightful nature of the sea, and not to any inherent fault in the boat, nor was it to be attributed to the setting of the sail, which was a proper thing to do under the circumstances.

The Court was also satisfied that No. 1 lifeboat is a thoroughly good boat, and admirably adapted for the service she was designed and built for. The Court could not conclude its report without expressing, in the warmest terms, the great gratification which the evidence of the coxswain's and men of the Liverpool and New Brighton lifeboats gave to all who listened to it.

Animated by a generous rivalry in the noble object of saving life, the masters and crews of the respective boats, while each, naturally preferring their own boat, spoke of each other in the most kindly and appreciative terms, and the Court rejoiced in the opportunity which this inquiry gave to make known a fact so creditable to the gallant men who are ever ready to man these lifeboats in circumstances of difficulty and danger.

T. S. Raffles,
Stipendiary Magistrate.
Henry Knox, Chas. E. Pryce, } Nautical Assessors.

## "EMILY."

The "Emily," of Goole, official number 58,723, of 57·07 tons register, was built at Knottingley, county of York, in 1867, and was owned by W. Denton, Esq., and others, including James Ward, of Old Goole, managing owner. She was commanded by Michael Quigley, who holds no certificate. The vessel left Dordrecht on August 3rd, with a crew of three hands all told, which we consider is too few to work a vessel of that size and description, having on board a cargo of between 90 and 100 tons of old iron rails, bound to Middlesbro', and drawing over eight feet of water.

From the evidence of the mate, Michael Mourn, it appears that the iron rails in question were of about equal lengths; they were stowed in fore and aft tiers until level with the top of the keelson, they were then laid diagonally, the ends abutting against a fore and aft rail laid along the bilge to keep the ends from the interior planking; other fore and aft tiers were then laid up to a very short distance of the deck beams; part of the upper tier consisted of crooked rails. It does not appear that the vacancies caused at either end of the ship by stowing in this manner were filled in by anything more than a few sails and loose pieces of wood, neither does it appear that any part of the cargo was chocked in any reliable way, neither was the upper tier shored down from the beams. The ship in herself appears to have been a good vessel and well found, and the cargo not excessive for a billy boy this time of the year. With a cargo thus stowed, the vessel left on August 3rd, anchoring in the river that night. On the morning of the 4th she weighed anchor, and at 6.30 the pilot left her at the Bar Buoy, the wind being then N.N.E., nearly all sail being set, with a strong west current. About 7.30 a.m. she was struck by a sea which caused the cargo to shift, giving the ship a heavy list. The master wore round and stood in to get less sea. Attempts were made at this time to secure the cargo, but without avail. At 9.30 a.m. she tacked and shipped a heavy sea, causing her to list more. The boat was then got out; the master's wife and one man got into her. At 11.30 again another sea broke on board, smashing in the forehatch, which had been previously damaged, and through which the water is said to have poured into the hold in large quantities. Shortly after this time the master and other hands left, as the ship was then sinking by the head, ultimately disappearing; the crew were afterwards picked up by a pilot cutter and landed at Helvoet.

*Judgment.*

After due consideration, the Court are of opinion that the master was justified in leaving the vessel under the circumstances, and further of opinion that the loss of the vessel was caused by the improper and unsafe way in which the

cargo was stowed and secured; therefore from the want of this most essential security, she left on her last voyage in an unseaworthy condition.

JAS. BEACHELL, J.P.
B. SHAW, J.P.
WALTER ABBOTT, ED. WHITE, } Assessors.

## "EMILY."

The barque "Emily," official number 44,686, was built of wood, and was of the burthen of 978 tons per register. She was built at New Boston, U.S., in the year 1850, and, at the time of her loss, was owned by Mr. Robert Stoker, of Liverpool, and three other persons, and commanded by James Riddell, who holds a certificate of competency as master, No. 14,202.

The vessel sailed from the Tyne on the 5th February last at about 11 a.m., coal and coke laden, with a crew of 17 hands all told, drawing 20 feet water, bound to Carthagena in Spain. The vessel is not alleged to have been other than a good ship and well found in every respect. As she left the Tyne, the wind was about N.N.W., and their course was S.S.E., but whether that course was ever steered is extremely doubtful. The evidence is conflicting as to what occurred exactly after leaving Shields Bar up to about 4 o'clock. The second officer says that he was at the helm as the vessel went over the bar, and as soon as the vessel was got outside he was relieved at the wheel, that he then put the compass in the binnacle, and went and set sail on the ship with others of the crew, and that they finished setting sail within an hour, and departure bearings were taken 15 miles off Tynemouth, and then the crew had their dinner.

According to another witness named Chambers the ship was brought up in the wind as soon as she cleared the Tyne, which was about noon, that she kept so for an hour and a half, during which time there was no compass in the binnacle, and that subsequently the compass was put in the binnacle, and then the witness got orders to steer S.S.E. That at this time the vessel was under whole topsails, foresail, and foretopmast staysail. The wind had veered more to north and by east and was blowing a fresh breeze, but knows nothing of any departure bearings. The discrepancy is not material to notice, except that at this time the same apparent absence of order, care, and attention which prevailed throughout is noticeable at this early part of their voyage. The crew were kept busy during the afternoon in clearing up the decks, and coiling up ropes not required at sea. The second mate states they took their departure when they were on the port tack 15 miles off Tynemouth, which bore N.W. and by W., and the orders were to steer S.S.E. After this some of the crew were sent forward to clear away the jibboom and set it up. They busied themselves some time over this, and whilst working at it they saw land right ahead on both bows four or five miles off. The men were ordered to cease work at the boom, and under the direction of the chief officer, who was in charge of the deck, the ship was braced up and her head placed S.E. Shortly afterwards they attempted to stay, but the ship refused stays and they had to wear her, and braced her up on the starboard tack with her head to the north. Darkness was beginning to set in, and between one and two hours after they had put about Hartlepool Light was seen broad on the port bow nearly abeam. They continued on this tack for some time longer and then the vessel was wore round again on the opposite tack, and stood to the southward having the same sails set, and making two to three knots through the water, but making considerable leeway. The witnesses from on board of the "Emily" are unable to speak positively as to the time of the different occurrences, and it is not until the witnesses from three tugs who were out in Tees Bay on this night that the precise time and distances of the vessel from shore can be relied on. Whilst the crew were busy with the jibboom and land was seen the ship is stated to have been four or five miles from shore with the wind less easterly than they afterwards had it, but apparently running in between the headlands of Hartlepool and Redcar with the wind free, as they had land on both bows, for when the ship was braced up sharp in the wind her head lay S.E., which would place Hartlepool on the starboard quarter and Redcar nearly on the starboard beam. From this time up to her grounding the vessel was kept tacking from north to south in Tees Bay. No more canvas was put on the ship to extricate her from her difficulty, although we have it in evidence that the weather all this time was blowing fresh, but was no more than a topgallant breeze, and that more canvas could have been put on the vessel, and members of the crew who have given evidence don't know why it was not done. The wind was favourable to a S.E. course for some time before the vessel was in peril, later on it was not so favourable, as the wind became more easterly and squally, with snow and hail showers. Early in the evening the vessel had been noticed by persons from the shore at Hartlepool, and about 7 o'clock the steam tug "Thomas and Mary" went out of harbour and came up with the "Emily" reaching to the southward in Tees Bay. The sea was strong and the tide first quarter flood. Assistance was offered but refused, although warned of their danger. The ship continued reaching until she was about two miles to the eastward of the Tees fairway buoy, and then she was put about with her head to the northward; assistance was again tendered and the tug urged them for half an hour to take assistance or they would be ashore, but still it was refused. Two other tugs, the "Freedom" and the "Conqueror," came to the vessel about 9 o'clock, but they met with a similar answer. The tugs kept near the ship all the while repeatedly urging those on the quarter deck to take assistance, or they would speedily be ashore, but it was all to no purpose. The master rudely repulsed them. There was some doubt whether the person addressed was the master or mate, as both are spoken to as having been on the poop during the time giving orders to wear the ship, but on sifting the evidence it comes out very clearly that the master was on deck and not in a very creditable state. If drunk he was stupidly drunk, and if sober was taking no more notice than if he had not been in command of her. Some one attempted to rouse him but did not succeed, and he was left sitting with *his head down* lying over the rails, and the vessel shortly afterwards went ashore on the starboard tack, and speedily became a wreck, the crew being saved with the lifeboat from West Hartlepool.

It now becomes the duty of the Court to consider the causes which led to the loss of this vessel, and after giving its best consideration to the evidence, it is difficult to see how this vessel could have been lost other than by the drunkenness of master and mate, and if not drunk by their gross incapacity.

Both of them are men of lengthy service to the sea, and taking the most reasonable view of their case, the Court cannot conclude that it was incapacity alone. It is unnecessary for the Court to point out specifically what ought to have been done or what means have proved to be wanting, because there is a total absence of the application of ordinary means known to seamen for the navigation of vessels. It is obvious to the merest novice that if the least practical attention had been paid to the navigation of the ship she might have had an offing far beyond danger of being embayed in Tees Bay. And even after he had got there, if the master and mate had not been drunk, the vessel could have been got out of the dilemma by either placing more sail upon the ship or by taking the assistance of one or more of the tugs which was pressed upon them so frequently. The Court, therefore, feels bound to mark their sense of such misconduct and wanton default, and do hereby cancel the certificate of the master, James Riddle, and suspend that of the mate, Andrew Anderson, for six calendar months from this date.

J. A. YORKE,
Stipendiary Magistrate.
EDWARD HIGHT, G. TREFUSIS HOLT, } Nautical Assessors.

## "EMMA L. OULTON."

The "Emma L. Oulton," official number 64,553, was a barque built of wood, at Sackville, New Brunswick, in 1871, and then classed A 1 at Lloyd's for seven years, her length being 146 feet, width 32 feet, depth 18·5 feet. She was owned by Mr. Hugh Hogarth, and others, of Ardrossan, in Ayrshire, at which port she was registered as of 660 tons net. This vessel being in the port of Baltimore, U.S. of America, under the command of Mr. John McKenzie, who held a certificate of competency, No. 85,689, was about to load a cargo of Indian corn for Europe, whereupon the following preparations were made under the inspection of one of the port wardens or surveyors, viz.: the lower hold was divided into seven compartments by means of a bulkhead across the ship, immediately before the foremast, another bulkhead at two beams before the main hatchway, and a third bulkhead at two beams before the after hatchway; there were also double shifting boards from the keelson to the underside of the deck, running from the stern to the

fore-bulkhead, there were also shores on each side from the bow to the foremost bulkhead, and there were shores from the shifting boards to the sides of the vessel; on the between decks there were two bulkheads, viz., one before the main hatchway, and the other abaft the pump well, and there were shifting boards within this space. There was also one plank removed from the between decks on each side, so that the loose grain stowed between these bulkheads should be enabled to run down and feed or fill up any space there might be in the two centre bins in the lower hold. The manner in which these fittings were put up would appear to be in accordance with the rules of the port of Baltimore. When the vessel had been so fitted, she commenced to load by means of an elevator, and the grain in bulk was run into the six after compartments or bins of the lower hold (the foremost compartment being left empty). There were four stevedores men in each compartment to trim the grain, but when the grain got near the underside of the between decks, the trimmers stood in the hatchways and threw the loose grain into the wings with shovels, but as the fore and after hatchways were only four feet square, the grain could not be filled close up to the deck by this means, and no other appears to have been adopted. The space between the bulkheads on the between decks were filled with loose grain and trimmed in a similar manner to the lower hold, from the bulkhead on the between decks at the main hatchway to the bow of the vessel was stowed with grain in bags, and from the bulkhead at the pump well to right aft was also stowed with bags. No arrangement had been made for running grain into the two fore or two after compartments in the lower hold during the voyage, so as to fill up any space caused by settlement or otherwise. There were 70 bags of grain in the poop for filling up the lower hold after settlement had taken place. The entire cargo taken was about 880 tons, one third being in bags, two thirds in bulk; and the entire time occupied in taking in and stowing this 880 tons was only 16 hours. The cargo having been completed on the 2nd March, she sailed on the 3rd, bound to Cork. At the time of sailing the vessel was in good order and condition. Draught of water 17 forward and 17 aft, and she had a crew of 15 hands including the master.

Nothing of importance occurred until the 9th of March, when the wind changed to the N.E., and increased to a gale, so that on the 10th March she was hove to under a close-reefed maintopsail, and the vessel made no water. At about 4 a.m. on the 11th of March there being a heavy sea on, the vessel made several lurches and the cargo shifted, so that the water came up to the starboard side of the main deck to the main hatchway. All hands were called to wear ship, the main topsail was taken in and the foresail set, but fore tack carrying away the sail split. Then the two foretopsails and two jibs and foretopmast staysail were set, but the vessel would not pay off. Whereupon the master set the double-reefed spanker, and cut away the foretopmast. After the topmast had been cut away, which had no effect on the ship, no other efforts appear to have been made to save the ship except that the crew were all sent to the pumps. The master does not appear to have thought that by cutting away the main and mizen masts his vessel might possibly have got before the wind. The crew were on deck working the pumps from this time until daylight next morning. During this time cargo had been thrown overboard twice; on the first occasion there were 30 bags thrown over, and on the second occasion some 25 bags. When the holds were open to throw the cargo overboard there was no appearance that the cargo stowed in bags had shifted. There was also thrown overboard three rough spars. About a little before daylight on the 12th the crew, who had been on deck all night, observed that the vessel had gone more over to leeward, so much so that the water was up to the middle of the main hatchway. The seamen talked among themselves and thought the boats should have been got out.

At daylight the men all left the deck and went below into the cabin to get some food, leaving no one on the lookout. When they had been below about 40 minutes, one man went on deck and came and gave the alarm that the lazarette hatch had washed off. The captain, who had been below since the previous evening, then became alarmed and appeared to realize the danger of the vessel sinking under their feet, and he gave orders to out boats and "every man save himself." The pinnace was launched from the poop, and with one man in her was passed astern and hung to a rope. Immediately afterwards the longboat was launched also with one man in her, and as soon as she was afloat the captain jumped into her, followed by the mate, then by two seamen, and lastly by an apprentice. Then some one in the boat cut the painter, leaving the second mate, steward, and six hands on board the vessel. The master does not appear to have done anything to induce these men to go into the boat beyond saying "every man take care of himself," and by giving the example by taking care of himself and in leaving the vessel as soon as possible. After the longboat's painter had been cut she appears to have gone astern and got foul of the pinnace, but no attempt was made to hang on to the pinnace. It is in evidence that had this been done there was every probability of saving the men left in the vessel who could have escaped over the stern. Then the sea carried the longboat, which had four oars but no thole pins, away from the vessel, and the man in the pinnace seeing the longboat going away cut his painter and also left the vessel. The eight men who were still on board cried out for help, and the steward and one seaman jumped overboard and swam to the pinnace and were taken into her. The second mate also jumped overboard, but did not reach the pinnace. Those in the longboat lashed the oars to the gunwale, and went to the pinnace and took the men from her into the longboat.

In about half an hour after the boats had left the ship she foundered, some of the crew being seen on the wreck and on part of a boat; but although the weather was such that we hear of the master sculling the longboat, and of a man sculling the pinnace, no effort was made by the master to save the poor creatures who could be heard crying for help. The boat pulled away to leeward and they were abandoned to their fate. After the master had abandoned his men it was found that there was neither food nor water in the boats. They were, however, picked up 24 hours after by the Norwegian barque "Ebenezer," who showed every kindness to the shipwrecked men, but the "Ebenezer's" provisions running short they were subsequently transferred to the "Kate," of Nova Scotia, who duly landed them at Hull. The vessel foundered in latitude 37° N., longitude 60° 30′ W.

In considering the causes which led to such fatal results, there is primarily to be taken into account that the loading of this vessel with 880 tons of cargo was completed in 16 hours, so that there could not have been time to stow it properly, and as a consequence that when the vessel got to sea and the cargo settled down, there must have been considerable space left in the lower holds, while the between decks had some two fifths of the entire cargo, accordingly as soon as the vessel began to go over the top weight assisted. It is, however, due to the master to state that he loaded his vessel under the rules of the port, and he may thereby have considered himself relieved of the responsibility which would otherwise have attached to him; but the Court think that it was a great error not to have filled up the hold with the 70 bags of grain which had been stowed in the poop for that purpose, as he had had six days fine weather during which he might have done so. When the vessel was hove over on her beam ends, and the master found he could not wear her, it was his duty to have cut away the masts, by doing which the lives of the crew and possibly the vessel might have been saved. Instead of doing so he contented himself with wearing, his men uselessly working at the pumps while he spent a great deal of his time below. Had he been on deck during the night of the 11th he would have seen as well as the crew that the vessel was settling down, and could have had ample time to have had his boats launched and provisioned without panic or confusion. It is most probable that had he done so, the Court would not now have to lament the loss of the second mate and five seamen. When the master found his vessel settling down at 6 a.m. on the 12th he was seized with a panic, and to this cause must be attributed his unofficerlike conduct in leaving his vessel while 12 men remained behind.

For these several defaults the Court do adjudge that the certificate of the said John McKenzie, No. 85,689 be suspended for two years from this date.

Jas. Lambert Bailey, J.P.
Wm. Aitken, J.P.
Geo. H. Forster, C. Y. Ward, } Nautical Assessors.

## "ENGLISHMAN."

The "Englishman" is a wooden vessel, schooner rigged, of 129·35 tons register, official number 45,346, built at Glasson Dock, in the county of Lancaster, in 1864, and owned by John Carter, of Fleetwood, and others; she is commanded by Mr. Patrick Coady, who holds certificate of competency, No. 94,350. This vessel left Ardrossan on the 9th of February 1876, bound for Plymouth with cargo of 225 tons of coal, and a crew of five hands all told. All went well until the following day, the vessel then being

south of Ballywalter Rocks, and as it was then blowing fresh from the S.S.E., the master ran for Belfast Lough, and anchored in Carrickfergus Roads, where another hand was shipped. At 3 p.m. of the 12th, the weather having moderated, they again proceeded to sea, the wind being from the S.E., they stood over to the Scotch Coast, and between 8 and 12 the light on Corsewall Point was seen, distance five or six miles; the vessel was then put about with her head to the S.S.W., and as the breeze was increasing the topgallant sail and maintopmast staysail were taken in. At 12.30 it is stated that the north and south lights were seen bearing west, distance about five miles; the vessel was then put on the starboard tack, making an east by north course until 1.30, when she was again put on the port tack. At 4, the wind having increased, a reef was taken in the topsail. After this was done the master, who had kept the middle watch, went below, leaving the mate in charge of the deck. At this time it was blowing fresh with thick weather, rain, and sleet, and it is stated that they could not see more than half a mile ahead. At about 4.45 a light was observed about a point on the weather bow; this was reported to the master, and in a few minutes the land was seen ahead, the helm was then put down, but she struck on the North Rock whilst coming round. The fore and aft sails were at once taken in, the topsails thrown aback, and signals of distress made, which were answered from the coastguard station, from which place a five-oared whale boat was launched, and the chief boatman states that owing to the strength of the wind they were two hours pulling off a distance of two miles. At about 8.15 a.m. she was boarded by the coastguard men, and as at this time the sea was making a complete breach over her, it was considered necessary for the safety of those on board that they should abandon the vessel, which was accordingly done, but previous to leaving both her bower anchors were let go. At 11 a.m. the crew were all landed in safety at Cloghy Station. At 1 p.m., it being then nearly high water, the vessel was seen to have beaten off the rock, and to be drifting in the direction of Green Island, where she shortly after struck. At 5 p.m., the tide having fallen, the master and crew again boarded the vessel. It was then found that the starboard cable had parted, and that the whole of the port one had run out, the keel was gone, and the bilges chafed, the water running in and out of her with the rise and fall of the tide. Arrangements were then made for discharging the cargo, which was done, after which the vessel's ceiling was caulked, and two bulkheads were fitted. She was then floated and brought round to Belfast, where she now remains.

In this case the evidence given by the witnesses is of a very contradictory nature, and differs from that of the master. But in any case the Court is of opinion that the master was in default, inasmuch as he did not take the ordinary precaution of using the lead when standing in for a dangerous coast on a thick night, at a time when they could not see more than half a mile ahead. After the vessel struck the Court is of opinion that the master was justified in leaving the vessel in order to save the lives of his crew, as it appears that at that time the wind and sea were rapidly increasing.

The Court, having carefully considered the evidence adduced in this case, find that the stranding of the schooner "Englishman," on the North Rock, on the 13th February 1876, was caused by the improper and careless navigation of that ship by the master, Mr. Patrick Coady. They therefore consider him in default, and suspend his certificate as master, No. 94,356, for 12 months from this date, but recommend that the Board of Trade grant him a mate's certificate during that period.

EDWARD ORME,
Stipendiary Magistrate.

HENRY D. BURNEY,
JOHN S. CASTLE, } Nautical Assessors.

## "EUMENIDES."

The "Eumenides" was a ship built of wood at Quebec in 1864, and registered at Liverpool, of 1,200 tons. She was owned by Mr. Richard Robbins, of Kenilworth, in the county of Warwick. She sailed from Beaufort, South Carolina, U.S., on the 18th of February 1876, bound for Greenock, with a cargo of pitch, pine, timber, stowed above 90 tons of stone ballast, and was under the command of Mr. Abel Beard, who held a master's certificate, and had a crew of 22 hands all told. At the time of sailing from Beaufort she was in a seaworthy state, and had no deck cargo, and during the time she lay at Beaufort she made no water. They had favourable weather during the early part of the voyage, and nothing material occurred until the 6th of March, when the vessel being to the northward of Bermuda, and steering an easterly course, she encountered heavy gales from S.W. and N.W., which continued for three days, and caused the vessel to labour and strain very much. Previous to the 6th of March very little pumping appears to have been required, and between the 6th and the 9th the windmill pump was able to keep her free. At 10.30 a.m. on the 9th March, when running before a N.W. gale, she was struck by a heavy sea, which carried away the starboard side of the topgallant forecastle, and the starboard bulwarks, and burst in the front of the poop, and washed out the contents of the fore cabin, including two water and bread tanks, one of which tore off the cover from the chain locker, thereby admitting a large quantity of water into the hold. At 11 a.m. she was hove to on the port tack, and the chain locker was secured. While hove to she appears to have shipped large quantities of water. This induced the master at 4 p.m. to endeavour to put her before the wind. While setting the foretopsail for the purpose a heavy sea struck the vessel on the port side, which threw her partly on her beam ends. Before she could recover from this sea a heavy squall struck her, and hove her so completely on her beam ends that the sea reached the weather side of the main hatch combing, and buried the masts and sails under water. While in this state the master and 11 of the crew were unfortunately washed away and lost. The remainder took refuge in the weather channels, and there remained for about 10 minutes, when the squall having passed over the weight of water on the submerged masts carried away the fore and mizen masts, and the vessel immediately righted, and it was found that the hatches had been washed off, the deck burst up, the deck-house washed away, and the vessel was waterlogged. The only place of safety was now the deck of the topgallant forecastle, which was reached by all except the mate, who took refuge in the maintop, where he remained until midnight, when he was lost by the falling of the mast. On the 11th, the weather having moderated, an attempt was made to set sail on the stump of the foremast. They also succeeded in getting two or three tins of preserved meat from the cabin, having had no food since the 9th. On the 12th the Norwegian brig "Albatross" bore down in answer to their signal of distress, and, although a heavy sea was running at the time, gallantly launched her longboat, which, in charge of the mate, succeeded in reaching the wreck, and rescued the survivors of the crew of the "Eumenides," namely, the second mate and eight men. At this time the rudder of the "Eumenides" was gone, the stern-post nearly torn off, and the ship fast breaking up. Captain Juell of the "Albatross" appears to have treated the rescued crew in the most kind and humane manner and landed them at Queenstown, whence they came to Liverpool.

The loss of this vessel, which left port on her last voyage in good seaworthy condition, was clearly to be attributed to the perils of the seas. Nothing could be done after the disaster to the vessel on the 9th of March, which caused the sad loss of so many lives to save the ship, and the second mate was perfectly justified in abandoning her, when fortunately the Norwegian brig "Albatross" (Captain Juell) came to the assistance of the survivors and gallantly rescued them, and treated them most kindly. The cargo on board the "Eumenides" was properly stowed, and there was no deck load.

T. S. RAFFLES,
Stipendiary Magistrate.

JOHN STEELE,
GEO. H. FORSTER, } Nautical Assessors.

## "EUROPEAN," (S.S.)

The "European" is an iron screw steamer, built at Waterford in 1866, of the gross burthen of 2,628 tons, and registered 1,720.

She was entirely owned by Mr. Horatio Nelson Hughes, of Liverpool. She was commanded by Mr. Charles Augustus Sibthorpe, who holds a certificate of competency as master, dated 26th August 1866.

The "European" was loaded in the Sandon Dock, which she left in order to go into the Morpeth Dock at Birkenhead at 1.20 p.m. on the 18th October last, under her own steam, and assisted by two tugs, the "Royal Alfred" ahead, and the "Alliance" lashed on the port side. She was drawing 23 feet 2 or 3 inches according to the evidence.

About 2 p.m. she arrived off the north entrance to the Morpeth Dock. It appeared that no notice of her intention to dock had been given.

It was high water on that day at 1.23 p.m., and the tide rose 19 feet. The tugs whistled as they approached the pier to warn the officials, and the pier master ran down to the north end and asked what was the draught of water, and he stated that he told them that there were only 19 feet on the bank off the north pier. The first order was then given by the pier master to come ahead, and her head was pointed into the entrance between the piers to S.W. This order was confirmed by the dock master, Mr. Stokes, according to the evidence of the master of the "Royal Alfred," but the dock master himself stated that on hearing the draught of water he ordered her to be kept off, and on going round to the north pier repeated an order which had been given by the pier master before he got round for the "European" to go astern full speed.

But at that time she was on the bank at the north entrance to the dock, and although she slid astern some 50 or 60 feet, she remained fast. After turning astern for an hour the engines were stopped and the fires drawn. At 5.25 p.m. she broke in two, about 15 feet before the funnel, and filled.

The Court was of opinion that no blame attached to the master of the "European" in this case. An experienced first-class pilot was on board, thoroughly acquainted with the river and accustomed to dock vessels, for which purpose he was placed on board to take this vessel across the river. Owing to some delay the "European" did not leave Sandon Dock till 1.20 p.m. on the day in question, which was just the top of high water. No notice having been given to the dock authorities at Birkenhead, which if not absolutely necessary was certainly most desirable, they did not appear to have been prepared to receive her, and another vessel was actually going through the lock into the dock when their attention was called to the arrival of the "European" by the whistles from the tugs.

When the pier master came to the north end of the entrance to the dock and ascertained the draught of water, it was much to be regretted that he did not at once in explicit terms intimate to the pilot that the "European" could not dock on that tide.

The evidence of the dock officials went to prove that their orders were intended to intimate that the vessel should keep off, but the evidence of the tug captains and pilot and master rigger on board the "European" was quite as strong to prove that the officials intended in the first instance to dock the ship, and if anything perhaps the balance of testimony inclined to this view.

Be this as it may, words were undoubtedly used in giving orders which might have been and in point of fact were misunderstood, and the lamentable casualty to this fine vessel ensued which would have been avoided had a decisive order refusing to dock her been given at once upon her arrival off the dock entrance.

The Court returned to Mr. Sibthorpe his certificate.

T. S. Raffles,
Stipendiary Magistrate.

Hy. Harris, Chas. E. Pryce, } Nautical Assessors.

## "FAY," (S.S.)

The "Fay," official number 68,096, was a screw steamer, built of iron at Maryhill, in the county of Lanark, in 1874. She was rigged as a smack and propelled by two inverted diagonal direct-acting engines of the combined power of 16 horses nominal. She had two iron bulkheads. She was owned by Richard Munro, and others, of Glasgow, at which port she was registered, being 50·33 tons gross and 34·22 tons register. She left Port Dundas at 1 p.m. on the 23rd September 1875, bound for Belfast, under the command of James White, master, who holds no certificate, her crew consisting of four hands, including the master, with a cargo of 83 to 85 tons of coal, besides which she had about three tons of coal in the bunkers, and about 22 cwt. of coal on the deck, draught of water is stated in evidence to have been seven feet aft and six feet forward clear side, variously stated at 8 to 12 inches. The weather at the time of leaving was fine and clear, the wind being moderate at East. At 8 p.m. on 23rd September she arrived at Bowling, where she remained all night, and at 6.30 a.m. on 24th, wind being strong from the eastward, she left Bowling and proceeded on her voyage by Cumbrae and south end of Bute to the sound of Kilbrennan, where she arrived between 1 and 2 p.m., weather continuing the same. After entering the sound the wind increased to a gale, and the vessel shipped a good deal of water. When within about five miles of Campbeltown, where it was the intention of the master to put in for shelter, the mainsail was split, and the vessel, in consequence of the severity of the weather, was put about for Loch Ranza, where she arrived about 6 p.m., and remained at anchor until 10 p.m. of the 26th September, when (there being no wind and the weather fine) she again proceeded on her voyage. About an hour after leaving a N.W. wind rose and increased to a gale. When about 15 miles from Campbeltown a heavy sea broke on board, smashed or washed away the engine-room skylight, and flooded the engine-room, putting out the fires. The boat also, which was being towed astern, was filled. The vessel was put before the wind, and the boat was cut adrift. She was pumped dry with the deck pump, the fires again lighted and steam raised about 2.30 a.m. on 27th September, but before 3 a.m. the fires were again extinguished by the sea, which was continually washing over the vessel. The sails were blown away, and the vessel became quite unmanageable, rolling in the trough of the sea. Shortly after she touched the ground, was swamped by the sea breaking on board, and foundered in about 12 feet water off Clacharg Point, on the Isle of Arran. The crew took to the rigging. The engineer, Alexander Thomson, and James Bradley, seaman, after clinging for about an hour, were washed off and drowned. The master and mate were taken off by a boat at 6.30 a.m. and landed on the shore.

The "Fay" was valued at 1,200*l.* and insured for 1,000*l.*

After careful consideration of proof adduced in this case the Court found—

1. That the "Fay" foundered off Clacharg Point on the coast of Arran owing to stress of weather.
2. That from the construction of the vessel she was only fit for canal, river, or short coast navigation, and not for sea voyages, especially during the autumn or winter months.
3. That the iron bulkheads were not watertight.
4. That she was too deeply laden for any but canal or river navigation.
5. That a crew of four men was not sufficient for a passage occupying from 12 to 18 consecutive hours at sea.
6. That provision ought to have been made for carrying a small boat on deck with safety.
7. It was in evidence that the "Fay" and several other vessels of her class are constantly crossing the channel to and from the Irish Coast in all seasons of the year in, as the Court considered, a dangerously deep condition, and they consider it to be their duty to draw the attention of the Board of Trade to this dangerous practice.

Alex. Miller, J.P.
Robt. Paterson, J.P.

C. Y. Ward, Robt. Murray, } Nautical Assessors.

## "FINCHALE," (S.S.), and "JOHN PEGG."

The "Finchale" was an iron screw steamer built at Sunderland in 1869, and was engaged in the coal trade, of 714 gross, 549 nett register, and was owned by Henry Thomas Norton and William Wylde, her official number being 62,526. She was schooner rigged, and had two engines of 90 horse power combined. She left London in water ballast on the 16th of February last, bound to Sunderland with a crew of 17 hands, including her master, Mr. Charles Mew, who holds a certificate of competency, No. 15,989. After discharging her pilot at Gravesend she proceeded down the river at full speed, with the wind at south-west moderate, and clear weather. At 7 p.m. the vessel being then abreast the Chapman, the master was relieved by Mr. Charles Kedgley, the mate, who holds a certificate of competency as master, No. 85,936. The master then went below. A few minutes afterwards a light was reported by the look-out man on the forecastle, and seen about the same time by the mate and man at the wheel right ahead, and close to. The helm was immediately starboarded, and the engines reversed, but in the course of a few seconds the "Finchale" struck a vessel end on which immediately disappeared and sank.

The "Finchale" continued on her starboard helm, and brought round head upon the tide. Her quarter boat which was hanging in the falls at the davits, was immediately lowered, and the "Finchale" was brought to anchor near the spot where the collision occurred, and remained there until daylight the next morning. Meanwhile the boat was sent out a second time with a riding lamp in her, and after an unsuccessful search for a considerable time returned to the vessel. No cries were heard

or anything seen floating about to indicate the vessel, and it is presumed that all hands were below in the schooner at the time, and went down in her. A boat was picked up by the Shoeburyness Coastguard the next morning with the name "John Pegg," painted outside, and Richard Prichard on the inside, from which it is inferred that the vessel sunk was the "John Pegg," of Carnarvon, Richard Prichard, master.

*Judgment.*

The only evidence before the Court (with the exception of the coastguard), was that given by the crew of the "Finchale," from which it appears that she was steaming down with the ebb tide in the fairway channel at the usual speed, and had passed several vessels riding with their anchor lights without any difficulty.

The night being dark, although fine and clear, a dim light was discovered so close that it was impossible to avert the calamity that happened, and the master seems to have acted with judgment and promptitude after the disaster. Under these circumstances the Court finds that the master, Charles Mew, is not to blame, and give him credit for doing all that was in his power to avoid the collision, in which he was ably assisted by the mate, Mr. Charles Kedgley.

The Court therefore have much pleasure in returning the certificates of the master and mate.

JOHN J. KAYLL, J.P.
J. N. WILSON, J.P.
EDMUND HIGHT, G. TREFUSIS HOLT, } Nautical Assessors.

## "FLYING SQUALL," (S. Tug), and "S. M. C."

The "Flying Squall," official number 63,839, is an iron paddle steamer, of 116 gross and 23 register tons, built at South Shields in 1871, and propelled by an engine of 80 horse power. She is owned by Mr. John Pearson Kidston, of Glasgow, and others, and upon the day in question was commanded by William Reid who holds no certificate. She left Rathlin Island at noon upon the 12th day of August, having the disabled tug "Flying Dutchman," a similar vessel belonging to the same owners, in tow, and was bound for Greenock. She was in good condition, had a crew consisting of seven hands all told, and was provided with two boats. Nothing of importance occurred until about 11.30 p.m. At this time there was a fresh breeze from E.N.E., the course of the vessel was N.E. by N., and she was going about four knots, and the weather was dark but clear. It was stated in evidence that the "Flying Squall" had up two mast-head lights, side lights, and also a light abaft the funnel for the "Flying Dutchman" to steer by, and that all these lights were burning brightly. The red light of a sailing vessel was seen about a point and a half on the port bow by the master, who was in charge of the deck, and by Archibald Hunter, A.B., who was at the wheel. The "Squall" continued the same course it was on until 11.40, having the red light in view all the time. At 11.40 the crew of the "Flying Squall" state that the green light of the approaching vessel suddenly became visible 50 yards off. Upon seeing this the helm of the "Flying Squall" was starboarded, and the engines stopped, but before her way was lost she struck the vessel, which proved to be the schooner "S. M. C.," on the starboard side abaft the main-mast, cutting far into the vessel.

The "S. M. C.," official number 53,007, was a wooden schooner built at Gannell in Cornwall in 1866, of 84 tons register, owned by Nicholas Lewarne and others. She was commanded by Samuel Trehaway, who held no certificate. She left Glasgow on August 11 with a cargo consisting of 159 tons of fire bricks and clay bound for Southampton. She was in good condition, and had a crew of five hands all told, and one passenger, the master's son, a boy nine years old. She anchored at the tail of the bank of Greenock, where she remained till the following day, when between six and seven p.m. they weighed and proceeded down the Firth of Clyde. At about 11.15 p.m. their course was S.W. ½ S. The master was on deck, and the mate, Richard Behanna, was at the wheel steering, the speed of the ship being about seven knots, with the wind on the port quarter. At this time the look-out man, James Smith, ordinary seaman, reported the side lights of a vessel ahead, and shortly afterwards the mast-head light. The master, after seeing these lights, ordered the same course to be kept, and the survivors of the schooner's crew state that their course was not altered. They also state that the steamer came on sheering, and alternately showing the red and green light, and when she was about 50 yards off they hailed her. The master of the "S. M. C.," seeing that a collision was thereafter inevitable, rushed into his cabin to call his son, and immediately after this the steamer struck the schooner. After the collision the three vessels came all together, and the bow of the "Flying Squall," with the schooner attached, slewed round to the stern of the "Flying Dutchman," and the two first-named vessels remained fixed for about three minutes, when the "S. M. C." sank. The mate, the look-out man, and one of the crew of the "S. M. C." succeeded in getting on board the "Flying Squall," but the captain, his son, and the cook, were drowned. The three survivors immediately upon the collision happening climbed on board of the "Flying Squall," but seeing no one on board of her they went on board of the "Flying Dutchman." Nothing appears to have been done on board of the "Flying Squall" to render assistance to any of the "S. M. C's" crew, who might have been in the water; but when the vessels were all together the crew of the "Flying Dutchman" burnt a flare-up over her stern. No boat was got out from either tug.

It was stated in evidence by the mate and look-out man of the "S. M. C." that they repeatedly asked for a boat, but were told it was no use to put out a boat.

This, however, was denied by the witnesses for the "Flying Squall."

As soon as the collision occurred the crew of the "Flying Squall," thinking that their vessel was going down, left her and went on board the "Flying Dutchman," but when the schooner sank clear of the "Flying Squall" the latter rose in the water, and they then returned to her, and after lying to for about 20 minutes the "Flying Squall" proceeded again on its voyage to Greenock with the "Flying Dutchman" in tow.

The justices having carefully considered the proof adduced, which was of a very conflicting nature, desire to observe that the evidence of the survivors of the "S. M. C." was given with great clearness and precision, and is entitled to great weight, and they,

1. Find that it was the duty of the master of the "Flying Squall," when a sailing vessel was approaching him, in a direction which involved risk of collision, to have kept out of the way of the sailing vessel. At the same time they consider, that had the "S. M. C." ported her helm in sufficient time, a collision might have been avoided.

2. Find that the master of the "Flying Squall" did not take proper steps to render assistance to any of the crew of the "S. M. C." who might have been in the water when that vessel sank, and that a boat should have been immediately lowered by him, and consider his conduct in this respect to have been highly blameworthy.

JAS. J. GRIEVE, J.P.
WILLIAM ROSS, J.P.
JOHN S. CASTLE, ED. WHITE, } Nautical Assessors.

## "FORTH," (S.S.)

The "Forth" was an iron screw steamship of 401 tons gross, and 310 tons register. She was built at Glasgow, in the county of Lanark, in the year 1855. She had one deck, three masts, was schooner rigged, and belonged to the General Steam Navigation Company, of 71, Lombard Street, in the city of London.

This vessel left London at 10.45 a.m. of the 7th of November last, bound for Rotterdam. She was manned by a crew of 19 hands all told, and commanded by Mr. Edwin Halfpenny, who holds a master's certificate of competency. She had a general cargo, but no passengers. Her draught of water on leaving London was 11 feet forward, and about 12 feet 9 inches aft.

The Tongue Light was passed about 5 p.m., and about 11 that night it rained heavily, with a strong S.E. breeze, and the barometer began to fall, and continued to fall throughout the night, which indicated bad weather from the N.W.

At 5 a.m. of the following day, the 8th, the engines were reduced to half speed, in order to await the tide previous to entering the new waterway.

At 5.30 the vessel arrived off the Hook of Holland. Shortly before this master and chief mate, who were on the bridge, signalled for a pilot; a light was seen which was supposed to be the light of a pilot boat, but which proved to be that of a vessel. No answer was received to their signal, and the vessel proceeded at half speed. The weather

looking threatening, the master consulted with the chief mate as to the advisability of proceeding into the new waterway without a pilot. The sea was then smooth, and it was anticipated that 14 or 15 feet of water would be on the bar, the vessel's draught aft then being about 12 feet. The chief mate, who had great experience, and was well acquainted with the Dutch Coast, and with the entrance to this waterway, he having made a voyage weekly through the same for the last four years, deemed it prudent to enter, more particularly as at that time (5.30 a.m.) the harbour lights, bearing about S.E. by E., were visible, the red light on the south-west pier of the entrance being just before the starboard beam, and the two leading bright lights four points broad on the starboard bow. At about 5.40 those two lights were brought into one, bearing nearly S.E.; the helm was then ported, which brought those lights straight ahead, and the vessel steered straight in, keeping as close as possible to the northern dam or piles, but just as she was entering a sudden and violent squall of wind, with rain and sleet, came on, which completely obscured the leading lights. The vessel being then close to the entrance the master did not consider it prudent to stop the engines, fearing by so doing that he would lose all control over her, and she proceeded under a port helm for a short distance, to avoid fouling the N.E. pier. This sheer to starboard to avoid the pier crossed the line of bearing of the leading lights, which in this contracted channel passes in close proximity to this pier, consequently a very trifling sheer to starboard would cross this line of bearing, and a squall of rain passing at that critical moment would naturally place the most experienced man in a position of difficulty, having regard to the very circumscribed space in which he had to navigate his vessel. After the squall had passed, the leading lights had again become visible, as might have been suspected not in one, but open of each other. In this difficulty the helm was put hard a-starboard, but before the ship regained the proper channel she took the ground apparently aft, being most by the stern.

As she touched but lightly, efforts were made to get her off, but this proved unavailing, and what added more to the difficulty was the fact that at this time the wind, which had been hitherto moderate, if not light at S.E., suddenly shifted in a violent squall to N.W., bringing in with it a heavy sea, which in the ship's then exposed position was soon fatal to her. In one hour or a little more after the "Forth" grounded she broke in two, the fore part floating away to the southward, and the after part remaining firmly fixed. At about 11 that morning all the crew were rescued by the Maassluis lifeboat.

In reviewing the evidence, the Court noticed that the ship had been carefully navigated, and that the master was constantly at his post on the bridge up to the time of his approaching this narrow channel.

The threatening appearance of the weather rendered it most desirable that the ship should be in a place of shelter as soon as possible, and although no pilots were out, the chief mate, who holds a master's certificate of competency, had been frequently through this channel before.

The master therefore, knowing that he had but one mile to run for shelter, decided on attempting the channel, which there is little doubt he would have cleared in safety but for the untoward circumstance of the leading lights being obscured at the moment of entering the piers.

After considering the evidence, the Court came to the conclusion that this casualty must be attributed to a misadventure rather than to any imprudence on the part of the master.

The Court therefore recommends that Captain Halfpenny's certificate of competency be renewed, it having been lost with the ship.

J. H. Patteson,
Stipendiary Magistrate.

Hy. Harris, C. S. Broome, } Nautical Assessors.

## "FRASCATI," (S.S.)

The "Frascati" was an iron screw steamer of 502 tons gross, and 311 tons register, built at South Shields by Messrs. Redhead and Co. in 1875, and was owned by William Dansey, Esqre., M.O., of London. She was commanded by Mr. John Malcolm, who held a certificate of competency as master, dated 1869, but lost in the vessel.

On January 4th, 1876, she left Cardiff in good condition and well found, but she appears to have had an Imray chart on a small scale on board, and that supplied by the master. Her crew consisted of 14 all told, and her cargo was 640 tons of coal, and was bound for Sables d'Olonne, in France.

The vessel was classed in London, Lloyd's 90 A 1, and drew 12 feet forward, and 13 feet aft. The cargo was rather a heavy one, but she was not down to her marks, and carried it well. Her engines were compound, of 70 horse power.

There were three compasses on board the vessel, but it could not be adduced in evidence when they were last corrected, except from the captain's statement that his vessel had not been swung since March 1875.

No observations were taken at any time for some voyages for the purpose of testing the correctness of the deviation cards on board, beyond occasionally a rough bearing of the north star.

On January the 5th, at 11.30 p.m., Ushant was passed, and a course S.S.E. was shaped, ship estimated to be making about 7½ knots. Weather at the time being fine and clear, with the wind from the S.E., and sea smooth, no sail was set on the vessel.

At 4 a.m. the mate came on the bridge, where he found the master, they remained on the bridge. At this time the two lights were seen ahead, and the light on the Saints Island was stated to be on the starboard hand, but no particular bearing was taken of them, beyond the two lights ahead being at one time in one.

About 4.15 a.m. the course was altered, and the helm ported, till the Point du Raz Lights bore S.E. by E. on the port bow, when bearings are said to have been taken.

The ship's head was brought to the original course S.S.E.; at this time the light on Tevennec was on the port beam, and the speed was continued.

The lead was never used, though at the time it was low water.

At 4.50 a.m. the vessel struck heavily on the port bilge, near the foremast, on a rock which appears to have been the La Plate, off the south end of Tevennec, but went on. The chief engineer, Mr. H. Rickett's, who held a second-class engineers' certificate, and who was on duty at the time, stopped the engines without orders from the deck. It is stated in evidence that at this time Point du Raz Lights bore S.E. by E. 2½ miles off, and Tevennec Island Light N.E. by N. on the port quarter about half a mile off.

If the bearings given by the witnesses when the vessel struck are correct, the compasses must have been in error, as their showing places the ship in the middle of the channel between the Saints and Tevennec rocks. It appears, however, to the Court, to be more probable that the bearings were not correctly taken, as it is proved by the evidence that the ship's position was not fixed by bearings, but estimated roughly by the appearance of the distance from the lights.

The master ordered the engines ahead again at full speed, but in a few minutes water was found over the forecastle deck, and also coming into the engine-room, so the engines were reversed for a short time, and then put on lead slow ahead; the small boat was got out, into which the mate and engineer, and six hands got, and shortly after the larger boat was put out, which the five remaining hands and captain got into, saving nothing but what they had got on, all the ship's papers and log being lost. In 15 minutes from striking, and as soon as they were clear of the ship, they saw her go down out of sight, bows foremost.

The boats first pulled to the mainland, but there was too much surf to land, and at about 9 a.m. they were picked up by the fishing boat "Agar" (or "Anna"), of Douarnenez, who treated them kindly, and with their assistance were taken into Brest Harbour about 7.30 that evening, no lives being lost, which place, with consular assistance, they left on January the 9th, at 7 a.m., and proceeded to Saint Malo, and from thence to Southampton, where they landed on January the 11th, in the forenoon.

The Court having carefully considered this case, and though the evidence is on some important points conflicting, is unanimously of opinion that the master is in default for running his ship on the outlying rocks to the southward of Tevennec Island.

He appears from often having made this passage to have been too confident as to the ship's position, as he neglected to ascertain it correctly by cross bearings, though he had three good lights in sight as leading marks, and through this neglect misjudged his distance from Tevennec.

He is further in default for neglecting to verify the deviation of his compasses given him as far back as March 1875.

The Court therefore suspends the certificate of Mr. John Malcolm for four months from this date.

The Court also unanimously concurs in gravely censuring the conduct of the mate and the engineer, for pushing off from the ship with the greater portion of the crew in the quarter boat, without first assisting the captain and the others to get out the larger and heavier boat.

J. H. Cooksey, J.P.
Alfred Pegler, J.P.
Wm. Parfitt, Ed. White, } Nautical Assessors.

## "FRED THOMSON."

The "Fred Thomson" was built at Dundee in the year 1868, she is a sailing ship, brig rigged, built of wood, of 246 tons register, and the property of William Thomson, of 8, Euclid Crescent, Dundee, and others.

This vessel sailed from Boston, on the 23rd of Decemoer last, for London, with a general cargo. She was manned by a crew of 10 hands all told, and commanded by Mr. John Leslie Duncan, who holds a master's certificate of competency.

About 8 p.m. of the 21st January the "Fred Thomson" passed the "Royal Sovereign" Light-vessel in the English Channel, that vessel bore west-north-west, at a computed distance of five miles; from this position the course steered was east half south, the wind was S.W., and the rate of sailing about five knots an hour; at 11.30 p.m. two lights were seen on a S.E. by E. ½ E. bearing, which were taken for the lights at Etaples, on Tonquet Point, on the French Coast. A cast of the lead was taken, which gave 19 fathoms, and the vessel was hauled up to the N.W., and her rate of speed reduced to two or three knots. At 1.30 a.m. of the 22nd, the water had shoaled to nine fathoms, and in half an hour afterwards to five fathoms, and then suddenly to 3½ fathoms, when she took the ground near Rye, and drove up upon the beach.

By the evidence, it appears that when the water began to shoal, the master for some unaccountable reason fancied that the vessel was on the Bassurelle Bank, off the coast of France, and that the decreasing soundings indicated his position. A reference to his chart, which he is said to have frequently consulted, would have told him that he must have been mistaken. First, that the distance of the Bassurelle from the Sovereign Shoal was 28 miles, on an E.S.E. bearing. Whereas the vessel had only run 17 miles on an E. ½ S. course; and again had been on the Bassurelle Bank, which is of small extent, in standing to the N.W. the water would have deepened to 24 or 25 fathoms, instead of shoaling as it appears to have done.

In noticing the unskilful management of this vessel, it s necessary to point out that the wind was fair, and the proper course from the "Royal Sovereign" Light-vessel to Dungeness is E. by N. instead of E. ½ S., the course that the "Fred Thomson" was steered, and though she was beached within a few miles of Dungeness Light, the witnesses professed not to have seen it.

In reviewing the evidence in this case, the Court was of opinion that the "Fred Thomson" was unskilfully navigated by her master, Captain Duncan. The wind was moderate and fair, and there was no stress of weather to mislead him. The warnings given by the lead were disregarded, and the Court could come to no other conclusion than that this vessel was stranded by default of her master. They therefore adjudged that his certificate should be suspended for the period of three calendar months from this day, 19th February 1876.

J. H. Patteson,
Stipendiary Magistrate.
Hy. Harris, G. Trefusis Holt, } Nautical Assessors.

## "GEORGE SMITH."

The "George Smith" was a wooden vessel, snow rigged, official number 2,724, and 228 tons register, built at Sunderland, in the county of Durham, in 1845, and owned by William Eggleston, of Monkwearmouth, and others. This vessel sailed from London on the 18th November, bound for Sunderland, with a cargo of about 80 tons of sulphate of soda; she was commanded by Mr. Joseph Marshall, who holds no certificate, and had a crew of six hands, all told. Nothing of importance occurred until the following day at 11 a.m., the wind at that time being moderate from W.N.W. The vessel was anchored in Yarmouth Roads, with 45 fathoms of chain on port anchor. At about 7 p.m. of the same date the wind suddenly increased to a gale; the starboard anchor was then let go, and both cables veered out until there was 70 on port bower, and from 30 to 40 on starboard bower. The gale continued to increase, and at 9 p.m. starboard chain parted, and shortly after port one was also carried away, and the ship commenced to drive through Yarmouth Roads; the end of the port chain was at once slipped, and the crew were employed heaving in the starboard one, which is stated to have carried away near the anchor. Whilst thus employed a schooner which was running under bare poles ran into their port bow, striking her before the fore-rigging, cutting through the covering board and four or five planks down, also carrying away a great part of fore-rigging and topmast backstays. After clearing the stranger, the fore-trysail was set and the vessel taken through St. Nicholas Gat, the wind at this time having shifted from the N.N.E. After clearing the gat the starboard chain was bent on to the spare bower, and the master decided upon running for Gravesend or Harwich, and sail was made on the vessel for that purpose. The vessel proceeded until 8 a.m. the following morning; they were then near the Gunfleet Light, with the wind from the N.W. or thereabouts, and as it was then high water the spare anchor was let go, but it would not hold, and the vessel drifted down towards the Sunk Sand; a signal of distress was made, and it is stated that several steamers passed near without attempting to communicate. At 11 a.m. they were near the Sunk Sand, when the steamship "Prudhoe Castle" came to their assistance, sent three of their men on board to assist, and with some difficulty the tow rope was got on board the steamer; the anchor was then weighed, and they proceeded until about 1.30 p.m., when the tow line carried away. The anchor was again let go, but with the same result as before, the ship again commencing to drive towards the sand; and as night was coming on, the master of the "Prudhoe Castle" declined to remain longer by the vessel. By this time they were again near the broken water, and the crew, considering their lives were in great danger, hoisted the longboat out, and the vessel was then abandoned, and they proceeded to Harwich in the steamer, where they arrived on the following day. The Court regrets that the master did not, as a last resource, cut away his masts, that is after the loss of his two bowers and chains, and when drifting directly down on the sands, with his only remaining anchor and chain. This remedy might have saved the ship, and have prevented the necessity of abandonment.

*Judgment.*

The Court upon the evidence finds that the primary cause of the loss of the "George Smith" was the parting of the cables, which, combined with the subsequent serious damage received by collision with another vessel, placed the ship in a very helpless condition.

The Court acquits Captain Joseph Marshall of any premature abandonment of his ship, inasmuch as he did not do so until the steamer "Prudhoe Castle" had refused him further assistance at a time when, with night approaching, his vessel was drifting down upon the Sunk Sands.

To have remained longer on board, and neglected the opportunity of rescue afforded by the presence of the "Prudhoe Castle," would, under such circumstances, have been exposing the lives of himself and crew to danger which the remote chance of saving the ship did not justify.

Geo. R. Booth, J.P.
Alex McKenzie, J.P.
B. G. W. Nicolas, John S. Castle, } Nautical Assessors.

## "GEORGIAN," (S.S.)

Chief engineer Donald Nelson was charged with neglect of duty, in not seeing that the valves of the steamship "Georgian" were properly closed, and the ship otherwise made safe, as far as his duties extended on the evening of the 20th day of October 1875.

It appeared from the evidence that the steamship had been loading in the East Bute Dock, Cardiff, for three days with patent fuel from lighters; that they left off work about 6 o'clock on the evening of the 20th, leaving the vessel drawing 16 ft. 9 ins. by the stern and 12 feet forward; that the circulating pump was disconnected, thereby leaving a clear passage from the bilges to the discharge valve; that no proper care was taken to see that the discharge valve was closed by the chief engineer, and that, in fact, it

appears to have been left open when the engineers left at a quarter past 5 on the said 20th October; that from the way in which the vessel was then loaded, the opening of the discharge valve in the side of the ship was under water, and that consequently the water thereby obtained admission to and filled the ship and caused her to sink, that she remained so sunk until the 25th of the same month, when she was pumped out, floated, and placed in dry dock, and on examination no damage was found to her hull.

I annex a copy of the evidence taken, and having considered all the circumstances, am of opinion that in consequence of the removal of the circulating pump, and of the imperfect closing of the main discharge valve, the ship became filled with water and sank, and I consider that the chief engineer has been guilty of the default in not seeing that all the valves were properly closed, and the ship made safe under the circumstances detailed in the evidence, and I adjudge him to be deprived of his certificate for the space of six calendar months from this date.

R. O. Jones,
Stipendiary Magistrate.
Thos. Brooks, Geo. Carlisle, } Assessors.

## "GITANA," (S.S.)

The "Gitana," official number 12,885, was a screw steamer, built of iron at North Shields, in the county of Northumberland, in the year 1855, her gross tonnage being 581·8 tons, nett tonnage 395·6, nominal horse power 90. She was owned by Christopher Maling Webster, of Sunderland, in the county of Durham, and was registered at West Hartlepool. This vessel sailed from West Hartlepool on the 11th day of December 1875, with a cargo of coal and iron, bound to Gottenburg, having a crew of 19 hands, including William Whisson Flaxman, her master, who held a certificate of competency, 88,094. Nothing of importance occurred until about 2.10 p.m. on the 13th December, when the vessel passed half a mile to the northward of the Skaw Buoy. From this point her course was south-east half south, weather calm, speed about nine and a half knots per hour. At 3.30 p.m. of the same day, it being the chief mate's watch, it came on thick and foggy. The master was called, who at once came on the bridge and ordered the vessel to go dead slow. At 3.50 p.m. the fog about the horizon had cleared away, so that objects at a considerable distance could be seen, including many other vessels. The ship was then put on at full speed, and continued so until about 5.10 p.m., the weather being foggy, the look-out man reported some rocks on the port bow. Although there was a good look-out kept on the forecastle, and the master and officer of the watch on the bridge, the rocks being low and covered with snow looking like a fog bank, were not seen until the vessel was close to them. As soon as they were seen the engines were slowed, and the helm put hard a-port. The vessel having answered her port helm five or six points, cleared the rocks (that were first seen ahead), but struck on a sunken rock, and although efforts were made by reversing the engines to get her off, she remained fixed, the island of Winga bearing about S. and by E., distant three miles. Distress signals were made by means of rockets, blue lights, and firing guns, which were answered at about 8 p.m. by a fisherman who was sent for, and returned with a pilot at about 9.30 p.m., when a kedge anchor and warp appears to have been laid. After the vessel had grounded the tide receded, and she settled by the head with her head to the N.W. At about 1.30 a.m. on the 14th December last, the tide having risen, and a strong wind and sea set in from the N.W., the engines were turned ahead full speed, soundings having been previously taken round the ship, and deep water found forward. After the engines had been going ahead for some little time the vessel's head began to move, and she swung round violently to the northward, striking heavily against another rock, the shock from which stopped the engines, and caused the vessel to leak considerably, and in a very short time she broke in two at a part immediately in front of the engine-room, whereupon the boats were got out, and at 6.30 a.m., the vessel being full of water, the master with his crew abandoned her and landed on the island of Hono, from which they were all subsequently brought to West Hartlepool. No lives were lost.

It will appear by the evidence before the Court that there is at times a considerable current in the Cattegat that runs to the northward. This current is said to run at an irregular rate. The master of the vessel made an allowance for this current in the course steered, but not knowing its strength the allowance was insufficient; he might have found the speed and direction of the current, and so made a proper allowance for it had he stopped his vessel and used the deep-sea lead. This however he failed to do, and to this cause alone must be attributed the loss of the ship. It is, however, just to the master to state that from the first fog at 3.30 p.m. of the 13th he was at his post on the bridge, and that his officers and men were all keeping a good look-out. The master fell into the error that the lead is useless in the Cattegat. The witnesses before the Court, who had considerable experience, corroborated this erroneous idea.

*Judgment.*

The Court having carefully considered the evidence in this case, as well as the statement made on behalf of the master, are unanimously of opinion that the steamer "Gitana" was stranded through the default of William Whisson Flaxman, her master, in attempting to navigate the Cattegat in thick and foggy weather without using the lead.

The Court, however, in consideration of the personal attention given by the master to the general navigation of his vessel, and to the fact of his irreproachable character for a long period of years, including 10 consecutive years in the employ of the owners of this vessel, do adjudge that William Whisson Flaxman's certificate of competency, No. 88,094, be suspended for three calendar months only from this date.

William Gray, J.P.
Eben. Sep. Jobson, J.P.
Edward Hight, Geo. H. Forster, } Nautical Assessors.

## "GLANNIBANTA," (S.S.), and "SECOND ADVENTURE."

The "Glannibanta" having taken in her cargo of coal sailed from Tyne Dock about 1.30 a.m., and passed down the river seaward bound to Dunkirk. The morning was very dark with a moderate breeze from the N.W., and the tide about last quarter flood. The vessel is steered from midships, and the steering wheel is fixed on a bridge below an upper bridge, where the officer in command takes his position. Her pilot was discharged a little below the low lights, and the engines were turned on full speed. The master, William Riches, was on the upper bridge in command of his vessel, and the chief officer was on the top-gallant forecastle forward on the look-out, where he had been from the time of her leaving her moorings in the dock. About seven or eight minutes after the pilot left the steamer the chief officer reported to the master a vessel on the starboard bow, almost right ahead. The master ordered the helm to be put a-starboard, and then hard a-starboard which appears to have been instantly obeyed by the helmsman, assisted by the second mate, who stood by the wheel to see the steering orders carried out as they passed down the river. The chief officer and one of the crew hereupon commenced to hail the vessel which exhibited a white riding light; this was repeated five or six times with a request for them to alter their helm and get out of the way, but they received no answer. The steamer had payed off about a point, or a point and a half, when the chief officer shouted to the master to stop her. The master telegraphed to the engine-room to stop the engine and reverse full speed astern, which was promptly executed by the chief engineer, but in a minute or so the steamer struck a small craft which we are convinced is the schooner or dandy "Second Adventure," abaft the forerigging, nearly amidships, and cut her down. The master gave orders to heave lines overboard, and for the boat on the starboard quarter to be lowered. This boat was partially lowered, and two men got into it, but it never touched the water as some wreck was reported close to it. Just at this time a pilot boat came up on the port side of the steamer, and pulled about the wreck, and a steam tug came up on the starboard side, and with the crew of the steamer they closely watched the surface of the water to see if any bodies came to the surface, but nothing was seen but the smack's mast gradually disappearing, and small fragments of the wreck. The steamer kept going to and fro over the place of collision for nearly half an hour, but no one could be seen, and she then proceeded on her voyage When the chief officer observed the light he discerned it to be a vessel riding on the southern side of navigable channel and something within the fairway of vessels leaving the Tyne. As soon as he did so, and his

vessel's engines had been reversed, the chief officer states the vessel appeared to him to break her shear, for although his vessel was as he believed under a starboard helm, yet this smack shot towards the steamer's bows faster than she payed off, thus a collision became inevitable, and the unfortunate disaster followed. It appears extraordinary to us that this vessel should have brought up and remained there on the flood tide in such a dangerous place. During the preceding evening the captains of two screw hoppers and a steam tug hailed them to inform them of their danger, but they could get no answer, although the captain of the steam tug was within seven or eight yards. The first time they were hailed was at half-past ten, again at a quarter to twelve, and again about half-past one o'clock, when the vessel which was in tow of the tug had to starboard her helm to clear her. Up to this time the riding light of the smack appears to have been burning brightly and could be discerned at a distance sufficient to enable approaching vessels to keep clear.

The chief officer of the "Glannibanta" says that the light appeared very faint,—a glimmering light, and he could indistinctly make out her distance as the night was so dark; on the other hand the pilot who was in his coble, reaching across the harbour, saw the light distinctly from a quarter to half a mile off. It may be that there was something in the way of it being distinctly seen from on board of the "Glannibanta," which was approaching the stern of the smack, and if it was, as the chief officer and second mate say, that the smack broke her shear just at the time, the mass of parallels of the rigging, and also the mast might in a measure partially obscure the light. Viewing the evidence from the different stand points this is the best inference we can draw. We have perused and considered the river byelaws, but do not find anything in them making it unlawful for this vessel to be where she was, except that vessels in harbour anchored or moored, must be so clear of the navigable channel. It is, however, quite our opinion that she was where it was very imprudent for her to be.

Byelaw 35 is as follows :—

"Every steam vessel navigating the river shall be manned "by an experienced captain or sailing master, and a suffi- "cient number of able-bodied and experienced men, and "shall during the daytime have one person, and *from sun-* "*set to sunrise*, or in time of fogs, *two persons* properly "qualified stationed *at the bow as a look-out*, and to give "notice in due time of any obstruction or danger."

We have to add that the steamer had only one look-out man at the bow, where they ought to have had two.

*Judgment.*

The Court, having duly considered the evidence, are unanimously of opinion that the causes of collision between the "Glannibanta" and the "Second Adventure," are,

1. The anchoring of the schooner within the fairway channel of vessels leaving the harbour.

2. The want of a sufficient look-out *on board* of the steamer. And the Court regrets to add that there was not that exertion shown in attempting to save life that there ought to have been.

The Court therefore find the master, William Riches, in default, and had he had a certificate we should have suspended him, but as he has none, the Court directs that he pay the sum of 5*l.* towards the costs of this inquiry.

JOHN L. HALL, J.P.
EDWARD MOORE, J.P.
GEORGE H. FORSTER, CHAS. E. PRYCE, } Nautical Assessors.

## "GLENARAY."

The ship was an iron ship, and sailed from Adelaide, South Australia, on the 8th day of November 1875, with a crew of 17 hands all told, with a general cargo, and at the time of her leaving she was well found and equipped in every respect. The "Glenaray" proceeded all well till the morning of the 29th of February, when she reached the English Channel, and obtained soundings at 10 a.m. and found 35 fathoms. At 1 p.m. the "Sparkling Foam" was spoken, who stated herself to be 10 miles off Portland. Weather at this time hazy. A cast of the lead was at this time taken, and soundings obtained in 35 fathoms, gravel and stones. Wind at this time was light from the S.W., ship averaging between four and five knots. At 3.45 the land was observed on the port quarter, which the master deemed to be that of Portland. At 4 o'clock the course was altered to S.E. by E. half E. by binnacle. About 5 o'clock the land was lost sight of. Up to 10 p.m. no further soundings were taken. At that hour a cast of the lead gave 26 fathoms. About 11 a steamer's light was observed, and one or two other lights, which were supposed to be vessels lights. At 11.30 a fog horn was distinctly heard, and this appears to have been pretty continuous, until breakers were observed at 11.45; at this time the chief mate, who had been in charge of the vessel, observed breakers, the mate immediately ordered the helm to be put down, the ship then being under all plain sail, the wind S.W., the speed three to four knots; the captain and all hands were called, and some attempt was made to wear the ship, in doing this she lost her way, became unmanageable, and in a few minutes took the ground, striking and bumping heavily, and almost immediately afterwards became a total wreck, signals of distress were made by the crew. One boat was got out, and immediately swamped, the crew were all eventually safely landed by the rocket apparatus, except one man, who swam ashore. One man (the cook) died almost immediately after his arrival on shore.

The Court are of opinion that assuming the last departure and the only one they got, Portland, to be about north, 10 miles off, at 3 o'clock p.m. on the 29th day of February to be correct, the course stated to have been steered by the binnacle would have been a safe one if it could have been depended upon. But there is no evidence to show what course was actually steered by the standard compass, or what was the amount of deviation. We have no evidence to show what caused the ship to approach dangerously near to the Isle of Wight, but we are of opinion that the immediate cause of her loss was, first, an insufficient use of the lead; second, inattention to the warning given by the St. Catherine's fog horn; and thirdly, want of skill or care to extricate the ship from her position of danger when she was discovered to be in such position. For the two first causes we attribute blame to the master, and for the second and third causes we consider the chief mate in fault. We therefore are of opinion that the loss of the barque "Glenaray" was caused by the default of John Darg, the master, No. 6,074, and of the mate, John Barrie, No. 25,968, we have therefore suspended the certificate of the said master for the space of six calendar months, and the certificate of the said mate for the space of three calendar months, and the same are suspended accordingly. We also wish to place on record our opinion of the impropriety of the ship not having had a qualified second mate during the passage from Adelaide to England.

H. P. GORDON, J.P.
A. R. DE HORSEY, J.P.
B. G. W. NICOLAS, WILLM. CURLING, } Nautical Assessors.

## "GLOBE."

The "Globe" was a wooden brig of 199·77 tons register, built at Sunderland, 1838, and was owned by William Falkingbridge, and others. She was commanded by Joseph Shaw, who holds a certificate of service, No. 47,050, dated 3rd January 1851, who had eight shares in the ship. She left Blyth on August 7th with a crew of seven hands all told, including the master's son, who was the mate of the vessel, and had a cargo of about 315 tons of coal, bound for Sheerness, drawing 13.6 forward, 13 aft.

From the evidence it is very clear that the vessel was sent to sea on her last voyage in a perfectly seaworthy condition, considerable repairs having been effected from time to time up to September 1874, when she was docked for the purpose of being repaired for average. Previous to being turned out of dry dock she was partly filled with water, in order to ascertain if there was any leakage.

She proceeded down the coast with fine weather, passing Rock Cleft about 2 p.m.; at this time the weather was hazy, the master hauled the ship close to wind on the port tack, and made a course about S.E. by E., going two to four knots, weather still continuing hazy, with occasional rain; at 8 p.m. the Whitby lights were W.S.W. four or five miles off, there being no wind. From this time she appears to have been drifting towards the shore; it is stated in evidence that it was high water here about 10 p.m. At this time the ship was found to be drifting closer towards the shore, when the port anchor was let go, and 40 to 50 fathoms chain paid out, a cast of the lead said to have been previously taken of 13 fathoms. The anchor does not appear to have held on, and the crew while the ship was drifting ashore were engaged in clewing up the sails. No attempt appears to have been made to

make use of the starboard anchor (which was lashed in board) until the ship had been drifting for upwards of an hour.

Near 11 p.m. she took the ground, and it is in evidence that she struck a second time, striking aft heavily, and starting her sternpost, causing her to make a large quantity of water. The starboard anchor was not let go, the ship being this time fast by the stern.

A steamer was seen passing outside, so a signal of distress was made by burning a tar barrel, but no notice being taken of this, the master ordered the boats to be got out, there being then at this time (11.45) five feet of water in the hold, and the ship fast breaking up.

They all got into the longboat, there being too much sea on the beach, they pulled to sea, and in the morning about 5 a.m. they landed at Whitby. In this case the Court are of opinion that the ship was well found and in good condition for her intended voyage. With reference to the conduct of the master, the ship appears to have been well navigated up to making Whitby lights W.S.W. four or five miles distant. When the wind fell so light that he lost steerage way, he did now commit a very grave error in judgment in allowing his ship to drift so close in, and in not letting go his second anchor, when he found his first anchor would not hold. Had he taken a cast of the lead before he got so near the rocks it would have warned him of his danger. Under all the circumstances the Court think that the ends of justice will be satisfied by severely censuring the master while returning him his certificate.

CHAS. RICHARDSON, J.P.
A. W. ENGLISH, J.P.
ED. WHITE, WALTER ABBOTT, } Assessors.

## "GOLDFINDER."

The "Goldfinder" was a wooden vessel, schooner rigged, of 76 tons register, official number 47,185, belonging to the port of Belfast. She was originally a Dutch galliot, and called "Antze Witsenberg," and was built at Groningen in the year 1847.

In December 1862 she was picked up, abandoned and derelict, off the coast of Ireland, laden with rock salt, making little or no water, and she was brought into Belfast, where after some months she was sold to Thomas M'Veagh, shipowner of Belfast, who became her sole owner, and he has held her ever since, the price of ship and cargo being about 200*l*. The vessel appears to have been thoroughly repaired by him at an expense of upwards of 700*l*. as stated by the owner, and she was named the "Goldfinder." In August and September 1875 she again underwent what in evidence appears to have been a thorough repair, and the cost of which was about 100*l*. In October 1875 she made a safe voyage from Glasgow to Belfast, having on board 159 tons of coal. She is described by the railway officer who there superintended her loading as deep, having not more than nine inches clear side amidships, her bow and stern being five or six feet out of water.

About the 1st November 1875 the "Goldfinder" sailed from Belfast for port of Ayr in ballast, with a crew of five hands, including the master, Henry McCallum, who held no certificate. On 13th November she left the port of Ayr at 1.15 p.m., having taken a cargo of 152 tons of coal, four or five tons of which were on deck, bound for Belfast wind east-north-east, and blowing fresh, and every appearance of a gale coming on.

The vessel appears to have been hurried out of harbour, no doubt both to save the tide and take advantage of the fair wind, for her hatches were not battened, nor the longboat in its place when the pilot, who took her over the bar, left; this, however, could have been done in about 10 minutes, and as the pilot saw her about one hour afterwards off the Ayr Heads, the Court have no reason to think such a precaution was neglected. The pilot states that he considers she was deep in the water for the season of the year, and the master must have had some misgivings as to her safety, for although he had only a short distance to run, and a fair wind, he told the pilot that he wished he had not taken in the last waggon load of coals.

The pilot states that it blew very hard from the south-east that night, and from the fact of there being no trace of this vessel since she was seen off the Ayr Heads, there is every reason to believe she must have foundered at sea. She was valued at 550*l*., and her cargo at 60*l*., neither of which were insured.

In the evidence brought before the Court, it was proved that vessels are in the habit of carrying coal on this voyage to the amount of double their tonnage, and although the Court were unable to find out from the masters of two of these vessels what clear side they had when loaded there is little doubt they must have been very deep, and also it was proved that coals are frequently carried on deck.

*Judgment.*

The Board of Trade having ordered that a formal investigation be made into the circumstances attending the supposed total loss of the "Goldfinder," of Belfast, while on her voyage from Ayr to Belfast, in November 1875, we have carefully considered all the available evidence adduced before us, and we are of opinion that the vessel foundered at sea with all hands, shortly after leaving the port of Ayr, and that the causes of her foundering were meeting with very bad weather when she was very deep in the water owing to her overloading, and having some tons of loose coals on deck.

The master (McCallum) seems, according to the evidence, to have feared danger from the overloading, for when leaving Ayr he observed to the pilot, John Collins, "that his ship was deep in the water," and that "he wished he had not taken in that last waggon of coals."

We are further of opinion that the owner of the "Goldfinder" seems, according to the evidence, to have done all that was necessary to send his ship to sea in a seaworthy condition on the voyage from Belfast to Ayr, in November 1875.

JOHN CHARLES O'DONNELL,
Stipendiary Magistrate.
R. ASHMORE POWELL, A. RONALDSON, } Nautical Assessors.

## "GONDOLA."

We find that the official number of the said ship called the "Gondola," of the port of Cape Town, was 11,070, of which William Barron was the master, whose certificate is numbered 18,600, and Henry Pickerell was the mate, whose certificate is numbered 32,000 (a master's certificate lost at sea in July 1874), and which ship belonged to Messrs. Anderson and Murison, of Cape Town, merchants.

2. That the said ship is a composite vessel, fully rigged as a ship, and sailed from the port of Leith, in tow of the steam tug "Anglia," about half-past 11 o'clock on the night of Friday the 12th day of November instant, laden with a cargo of 500 tons of coals, and was bound for the port of London in tow of the said steam tug, with a full crew of 16 men, and drawing about 13 feet 2 inches of water.

3. That it was proved to our satisfaction by the evidence aforesaid that the said ship proceeded on her voyage until she arrived abreast of the Fern Islands; that the wind, which was light at starting, freshened when the vessel was between the Bass Rock and St. Abb's Head, and gradually increased to a gale, blowing south-east, and causing a strong sea; that the master of the steam tug, being well acquainted with the coast, advised the captain of the "Gondola" to go into Holy Island harbour; that the ship, being still in tow, made for Holy Island, and about 3 p.m. on Saturday the 13th instant, when in calm water, took on board James Lilburn, a licensed Trinity House pilot of Holy Island, who, with the consent of the captain, took charge of the ship; that under the directions of such pilot the ship was taken into Holy Island Harbour, and brought up by putting out the starboard anchor with about 35 fathoms of chain, the tide having still to fall from 13 to 15 feet, and berthed in the south-east part of the harbour, Holy Island Castle bearing E. by N., and the lower beacon about S. by E.; that the pilot alleges that he berthed the ship in the middle of the harbour, in six fathoms of water, but he took no bearings or other steps to test the accuracy of his judgment; that the wind was still increasing and the sea stormy; that the pilot about 4 p.m. left the ship, having first permitted the steam tug to leave the ship, and directed the captain, if it came on to blow, to sheer the ship to the north, and let go the port anchor; that when the tide receded, and about 7.30 p.m., the said vessel was found to be aground; that as the tide rose she floated again, and about 9 p.m., the wind at this time blowing a hurricane, the pilot's previous directions were carried out by starboarding the ship's helm, sheering her a little to the north, letting go the port anchor, and slacking about 10 fathoms more of the starboard cable; that an anchor watch was kept, but no further steps taken to assist the ship till the tide flowed, and the steam tug came to her assistance about 11 a.m. on the next day, Sunday; that the efforts to release the ship

was then unsuccessful, the tow rope broke twice, and also the chain cables, and the ship then went broadside on to a sand bank; that at 6 p.m of the same day the vessel broke amidships, and has since become a total wreck; that the crew of the vessel obeyed the directions of the pilot in all respects; that the ship was well found and equipped with efficient anchors, chains, and hawsers; that no lives were lost; that the pumps were attended to and working well, and a third anchor was prepared for use, extra hands engaged by the captain to lay it out if found necessary, which it was not.

4. That the cause of the said loss appears by the evidence to have arisen from the defect of James Lilburn, the pilot, in not mooring the ship properly and in a safe position, and not remaining on board of her while she was in Holy Island Harbour.

We further find that the captain and mate of the said ship, after she first touched the ground, did not use their utmost exertions to try to extricate the said ship from her then critical position, by communicating with the steam tug which was in attendance on the ship, with a view to the tug assisting the ship in carrying out the second anchor.

And we do adjudge and order that the captain and mate be reprimanded, and they are hereby reprimanded accordingly. And we also respectfully drew the attention of the Board of Trade to the conduct of the pilot.

ANDREW THOMPSON, Mayor.
RALPH FORSTER, J.P.
GEO. BURNETT, WM. PARFITT, } Nautical Assessors.

## "GOVAN," (S.S.)

The "Govan," official number 63,878, is a screw steamer, built at Dumbarton in the year 1872. She is owned by John M. Thomson, Glasgow, at which port she is registered of 525 tons gross, and 311 tons register, and worked by two engines of the combined power of 85 horses. She left Leith Roads at 1 a.m. of 29th July 1875, with a general cargo, for London, drawing 13 feet aft and 9 feet forward, and having on board a crew of 15 hands all told, including Coll McDonald, the master, who holds a certificate of competency as master in the Home Trade, No. 101,646, and John McGuire, second mate, who holds a certificate of competency as master, No. 11,573. At about 5 a.m. of the same day the vessel was off Fast Castle, distant five to six miles, steering S.E. by S., when the master left the deck in charge of the second mate, with orders to be called when abreast of Berwick. This was done, and the weather being fine and clear and sea smooth, the second mate received orders to steer S. by E. for the passage inside the Farn Islands, and to call the master when abreast of Holy Island. These orders appear to have been carried out, and by the master's statement he came on deck as the vessel passed between the Goldstone and Plough Rocks (which is corroborated by the evidence), and observing that the vessel was steering S. by E., and the Swadman Reef Buoy being on the port bow, he went below, as he states, to change his clothes. Shortly after this the course was altered by order of the second mate to S. by E. ½ E., bringing the Swadman Buoy on the starboard bow, and in the course of 10 minutes, at 7.20 a.m., the vessel struck on the Swadman Reef, about four ship-lengths to the eastward of the buoy the tide being at the time first quarter flood; the engines were stopped and reversed, but without avail. At 10.15 a.m., the tide having risen, the vessel floated, and having apparently sustained no material damage she proceeded on her voyage, and arrived in London at 10 p.m. on 30th July. On the return of the vessel to Leith, a survey was held on her in dry dock, when it was found that two skin plates were badly cracked, one skin plate slightly cracked, four floor plates broken, the keel twisted, and about 300 rivets requiring to be replaced.

The Court having carefully considered the evidence brought before it, as well as the written statements of the master and second mate, are of opinion that although they cannot altogether exonerate the master from blame for the stranding of his ship, it was principally owing to the negligence of the second mate, who was in charge at the time, and therefore order the master, Coll McDonald, to be reprimanded, and find the second mate, John McGuire, in default, and accordingly suspend the certificate of the said John McGuire for nine calendar months from this date.

JAMES WATT, J.P.
WILLIAM STEVENS, J.P.
HENRY KNOX, C. Y. WARD, } Nautical Assessors.

## "GOZO," (S.S.)

The "Gozo" is an iron screw steamer of 783 tons register, built at Kingston-upon-Hull in 1868, and is owned by Charles Henry Wilson and Arthur Wilson, both of Hull.

She left Hull, in ballast, at 5 a.m. on the morning of the 3rd July last bound for the Tyne. All appears to have gone well until after passing Hartlepool Heugh Light. It was sighted about 10 p.m., bearing S.S.W., distant 7 miles off. Weather, which had been at times hazy previously, now became thick, and about a quarter to eleven orders were given by the captain to ease engines. Up to this time course she had been steering was N.N.W., and this was now altered to N.W. by N. About 11 land was observed on the port bow, according to second mate's evidence about a mile distant; the helm was immediately put hard a-port, but the ship in paying off struck the Hendon Rock, but never lost her way. She then commenced to make very much water in the after compartments, and was with some difficulty kept afloat until she reached the Tyne about a quarter to one, when she was beached on the hard at Tyne Dock.

*Judgment.*

After carefully considering the evidence in this case, the Court are of opinion that Mr. Joseph Bissett, the master, was in default for not having used the lead when the weather became thick after losing sight of Hartlepool Heugh Light, which would have shown him his position and close proximity to the land, and for not having made due allowance for the strong spring flood tides.

But as all other ordinary precautions appear to have been taken, and the master otherwise attended to his duties and was constantly at his post, and taking into consideration his previous high character, do adjudge his certificate of service, numbered 74,439, to be suspended for six calendar months from this date, and Captain Joseph Bissett's certificate of service numbered 74,439, is hereby suspended accordingly.

JOHN BURRELL, J.P.
C. F. JACKSON, J.P.
JOHN STEELE, JAS. F. PROWSE, } Nautical Assessors.

## "GRATITUDE."

The "Gratitude" was a brig of 288 tons register belonging to Shields, built on the Tyne in 1851, owned by Messieurs George Cram, and others, of North Shields. Her crew consisted of eight hands all told. She was well found and equipped, her official number was 11,592. It appears that she left Copenhagen in ballast (100 tons), on the 5th day of January 1876, draught of water being then 9 feet 7 inches aft, and 9 feet 2 inches forward. She proceeded working out of the Cattegat under all sail, wind easterly and weather fine, with a fresh breeze. On the 6th she passed Elsinore; at 4 a.m. of the 7th the Scaw Light bore S.W. by S., 10 miles distant. At noon of the 7th a course was steered for the Tyne, being west half north, wind easterly, blowing a gale, ship under lower topsails and foresail. On Sunday the 9th, at noon, the computed latitude was 55·5 north, longitude 1·04 east, the mate's dead reckoning placed her some 10 miles nearer the land, roughly estimated at 70 to 80 miles distant. Wind more moderate, ship under all plain sail except the jib. Ship at this time was steering west by south half south, and subsequently, that is after 11.30 a.m. on that day, west by north, speed varying from three to eight knots, according to the strength of the breeze. The log-book during this interval, viz., from 1 p.m. to 9 p.m., hour of stranding, entirely blank.

Throughout this day no cast of the lead was taken, although the ship was in soundings. Between 4 and 8 p.m. the weather was dark and thick, the witnesses state that a ship's light at this period could have been seen about half a mile. At 8 p.m. the captain relieved the mate, ship then under plain sail except the jib and foretopgallant sail. Shortly after this hour the look-out, Flohrs, an A.B., observed discoloured water, which he at once reported, and in person subsequently to the captain and mate. Some conflict of evidence here occurs, the mate asserting that one report only reached his ears, and the look-out stating that he had made two, quoting words used by the captain in reply to his report as to discoloured water being visible, saying "You cannot see it, nor can I;" after this report the same look-out noticed breakers and land, which on the mate's verifying by running forward, the order was given "hard up," and an effort made to trim the yards, but before this could

be effected the ship struck heavily and there remained, ultimately becoming a total wreck. Crew saved by their own boat at daylight, when Seaham Town was observed, six miles distant. The Court regret to find that the simple precaution of using the lead, which would have shown the master his danger, was entirely neglected, and to this grave error on his part do they attribute the loss of the "Gratitude." From dark until the moment of her striking she was in well defined soundings, and in moderately shoal water.

The Court having carefully considered the evidence which had been brought before it in this case could only come to one conclusion, which was that the "Gratitude" was lost by default of her master, Mr. George Cram, who holds a certificate of service, No. 36,455, in never taking a cast of the lead on the day of the disaster, although he was aware that soundings were clearly defined throughout that time.

The very fact of the weather being thick, and the night unusually dark, and there being a difference of opinion between himself and his mate as to their position by dead reckoning, should have made the master doubly careful in approaching the land. However, taking into consideration his previous excellent character of 41 years as master, and as this was the first time any charge had been made against him of this nature, the Court awarded the mitigated sentence of a suspension of Mr. George Cram's (the master's) certificate for six calendar months, and it is hereby accordingly suspended for that time, to be dated from this 27th day of January 1876. The Court could not separate without expressing its opinion that the omission in the log of all details after one o'clock p.m. of the day of the casualty was deserving of a severe censure, and it accordingly reprimanded the mate, Mr. William Graham, and warned him of his grave neglect of an important duty.

JOHN FOSTER SPENCE, J.P.
JOHN HEDLEY, J.P.
B. G. W. NICOLAS, R. WILSON, } Nautical Assessors.

## "GREAT BRITAIN."

The "Great Britain" was a wooden ship built at St. John, N.B., in 1846, of 888 tons register, and owned by Mr. William G. Bragg, of Liverpool, and others. She was commanded by Mr. Robert Knight Chilcott, who holds a certificate of competency, lost in the vessel, dated in 1865, and she had a crew of 24 hands all told. She sailed from Liverpool on her last voyage on the 13th October 1875, with a cargo of salt in bags, and arrived at Doboy, Georgia, U.S., on the 21st of December following, where she delivered her cargo in good condition. At Doboy she took in a cargo of pitch pine, which was carefully stowed, five logs being placed on deck on each side amidships and a few deals over them well secured by a chain fastened to ring bolts, and the port holes were properly fastened and lashed. She left Doboy on the 11th of February last for Liverpool, the ship being then well found and not requiring more pumping than usual during each watch, and drawing 20 feet 6 inches aft and 20 feet forward. After three days she encountered very stormy weather and began to make considerably more water. On the afternoon of the 2nd March she was hove to on the starboard tack, the pumps were kept constantly going and they occasionally got a rolling suck. At 5 p.m. soundings were taken and 20 inches of water were found in her, again at 8 p.m., showing 2 feet 5 inches, and again at 11 p.m., showing 3 feet 3 inches; all hands were then called and both pumps were kept going. At 1 a.m. on the 3rd one of the pumps choked, but they continued to work the other pump till about 3.30 a.m., when, finding they could do no good, the water gaining on them to such an extent, they left off. Shortly before 4 a.m. the master, who was throughout most attentive to his duties, ordered the carpenter to get his axes ready to cut away the masts, but before he could do anything a squall caught the ship and a heavy sea, and she capsized.

In about an hour the mizenmast, maintopmast, foretop gallantmast, and jibboom carried away, and she righted. Eleven of the unfortunate crew were then found to be missing, the decks having been swept of everything, and the cabin having been gutted, the provisions and water were gone. The remainder of the crew took refuge on what was left of the poop. On the 9th a steamer was seen and signals were made by waving canvas and handkerchiefs, but no notice was taken.

The weather at this time was very bad. On the same day the cook died, and on the 10th the master's son, a boy, and two seamen succumbed under the dreadful privations they suffered.

On the 11th the British ship "Greta" took off the rest of the unfortunate men and brought them to Liverpool on the 16th. Since that time the mate has died, and the survivors still bear sad traces of the lamentable sufferings they have undergone.

The ship was abandoned in lat. 48.30 N., long. 24 W.

After a full investigation into all the facts of this very painful case, the Court was thoroughly satisfied that the master of the "Great Britain" was an experienced and careful navigator, and amply performed every duty that could be required of him under the unfortunate circumstances in which he was placed on his last voyage, and informed him that his certificate would be re-issued him on application to the Board of Trade. It only remained for the Court to consider whether the ship was seaworthy on leaving her last port of departure.

The master in his statement said that he had been 15 years in the ship, five years as mate and 10 years as master, and that she was a "good faithfully built ship and always "well kept up."

He could not have shown his good opinion of the ship more convincingly than he did when he took his two "own and only sons." In 1872 after a collision in the Mersey she had very extensive repairs done to her, costing over 3,400*l.*, and she was then re-classed A 1, American Lloyd's, for four years. Previous to leaving Liverpool on her last voyage she was in graving dock and thoroughly overhauled and repaired where necessary at an expense of over 300*l.*, and in the opinion of experienced shipwrights, who were examined as witnesses, she proceeded on her last voyage in a thoroughly seaworthy condition, and the Court was satisfied that she was so when she left Doboy; that her cargo was properly stowed, and that her loss must be attributed to the straining which she underwent caused by the succession of very heavy weather which she encountered on her homeward voyage. It would also seem probable from the evidence of a sudden increase of water in the vessel early on the morning of the 3rd that something had started which caused her to fill so rapidly previous to her capsizing.

The Court desires to bring to the notice of the Board of Trade, the meritorious conduct of Captain Macready of the "Greta" in rescuing the survivors of the crew of the "Great Britain," and in kindly treating them on board his ship while carrying them to Liverpool.

The Court concluded by tendering to the master of the "Great Britain" the expression of their strong sympathy with him in the heavy trial which he has had to undergo in the loss of his two only sons on this melancholy occasion, and also with the other survivors who have in common with the master suffered dreadful privations which were detailed in the evidence before the Court.

T. S. RAFFLES,
Stipendiary Magistrate.
ED. WHITE, R. WILSON, } Nautical Assessors.

## "GREAT WESTERN," (S.S.)

The "Great Western" was a screw steamer of 978·87 tons registered tonnage, built of iron at Sunderland in 1872, having two compound surface condensing engines nominally of 200 horse power combined, made in Sunderland in 1872. She was owned by Mark Whitwell, Joseph H. Nash, and Philip J. Worsley, of Bristol, Mr. Mark Whitwell being the managing owner appointed pursuant to the statute of 1875. The master was Samuel Windham, holding a certificate of competency, No. 8,154, and the chief officer was George James Fox, holding a master's certificate, number 30,461. The crew consisted of 37 men including firemen and stokers. There were no passengers but a stewardess on board.

On the 2nd March 1876 she left Palermo on a voyage to New York, and called at Gibraltar for coal on the 7th March, leaving that port on the same day. The vessel and engines were in good condition and well found. Some rough weather was encountered on the Atlantic, but nothing important happened until the night of the 24th March, when just as the watches were changed at midnight the green light of what proved to be the "Daphne," a Norwegian barque, was sighted four points on the port bow heading about north. The "Great Western" was heading north-west and by west. A slight collision occurred 20 minutes afterwards and three men from the "Daphne" jumped on board the steamer. No injury was sustained by the "Great Western," which after sending a boat to the barque remained in her company until 3.30 a.m., when she lost sight of her in a squall.

No observations were obtained after noon on the 22nd March in consequence of the state of the atmosphere. The compasses had been adjusted in September last, and were apparently in good condition.

The weather on the 25th March was hazy in the morning and became thicker from 11 a.m. towards evening, and the wind which was from the south-east rose to a gale.

At noon the lead showed a depth of 35 fathoms, at 4 p.m. of 26, and at 6 p.m. of 16 fathoms. The vessel was then going at "slow" speed.

About 10 minutes to 7 p.m. the lead showed only 4 fathoms. Breakers were reported from "the head round to starboard" and the captain immediately gave the order to put the helm hard a-starboard, and for the engines to go full speed ahead to obtain steerage way, but she struck and the captain ordered the engines to be reversed. She would not move and shortly after the rudder carried away and her hull came broadside to the breakers, the sea washing completely over her and causing her to bump continually until the boilers and engines were worked up out of place. An attempt was made to draw the fires, but it was dangerous to remain in the engine-room after the ship struck, as the lifting of the stoke hole plates prevented the firemen from standing and the steam pipes were likely to burst.

The crew could only stand on the deck when holding to something. There was no disorder and the master remained on the bridge giving his orders with coolness.

The foremost starboard boat was lowered with difficulty and by the captain's orders the second mate and four able seamen took the stewardess and boys on shore. The remainder of the crew were safely landed a little after midnight.

The next morning it was found that the vessel had broken her back. She became a total wreck and the whole of the cargo was lost. The ship's chronometers and the men's clothes or part of them were saved, but no attempt was made to save the log-book nor the engineer's log.

The "Great Western" stranded on Long Island about five miles to the east of Fire Island Light. The captain attributes this to the set of a current taking his vessel to the northward of her course. The chief officer considers that the compasses had a greater deviation on nearing land than was allowed for in the course steered.

There was some conflict of testimony as to the number of times the lead was used, but it is clear that soundings were not taken more often than once in an hour after 35 fathoms were reported. As before stated there was a thick fog and high wind from the south-east, which increased from noon till she struck. The engines were kept going at half speed and slow all the afternoon.

According to dead reckoning the master computed that at noon on the 25th March, the vessel was in latitude 40° 4′ N., and longitude 72° 26′ W., and as the 35 fathoms soundings then taken showed a bottom of grey sand speckled with black, it confirmed him in that opinion.

We record our dissatisfaction that no proper effort was made to save the log-book. We returned to the chief officer his certificate so that he might be called as a witness by the counsel for the Board of Trade.

The master tendered himself as a witness and was cross-examined.

In this case the Court is of opinion that every precaution was taken by the master, Mr. Samuel Windham, for the safe navigation of his vessel. At noon, when the weather became thick, the look-out men appear to have been properly placed, steam whistle kept going, the lead used every hour, and the speed reduced. The master also appears to have been constantly on the bridge. At 6 p.m. soundings were obtained in 16 fathoms, and the first officer states that the master had expressed his intention of standing off the land at 7 p.m., provided the weather did not clear up.

The Court upon taking into consideration the fact that the master had not been able to obtain observations since noon on the 22nd March, and that he was entirely depending upon his dead reckoning and soundings, find that he committed an error in judgment in not standing off the land, considering the state of the weather, at once upon finding himself in 16 fathoms.

*Judgment.*

After carefully considering the evidence, the Court is of opinion that the loss of the steamer "Great Western" is not to be attributed to the wrongful act or default of the master, Samuel Windham, and therefore returns to him his certificate.

G. Miller, J.P.
H. J. Mills, J.P.
John S. Castle, C. S. Broome, } Nautical Assessors.

## "HANNAH DOUGLAS."

The "Hannah Douglas" was a brig, built of wood in the year 1864 at Llanelly, South Wales, her tonnage was 163 registered, and her official number 47,783, she was owned by John Hodgson, of Whitehaven, and others.

The "Hannah Douglas" sailed from Seville with a cargo of 270 tons of phosphate of lime on the 18th of March 1876, bound for Liverpool, having a crew of seven hands, including the master, who holds a certificate of competency, No. 88,621.

On the 1st of April they made the Longships, and at 8 a.m. on the 3rd the South Bishops was three miles off. At 6 p.m. of the same day Bardsey Light bore S.W. between five and six miles, the patent log was then hauled in and not put overboard again. The mate, who had the 4 to 6 p.m. watch, states that a N.E. by N. course was given at 6 o'clock; but the man who took the wheel at 8 p.m. declares positively that he was given a N.E. course by the man he relieved, and the mate, who had the watch from 8 p.m. to midnight, altered it shortly after to N.E. by N. The weather was thick, and the ship must have been going between six and seven knots, although the mate says only from four and a half to five knots, but no means were taken to ascertain her speed, neither was the lead hove.

The wind was from S.S.W. with occasional showers of light rain. About 11.40 p.m. the mate and the look-out man heard breakers to leeward, and the brig was at once hauled up to the northward and westward, the yards being braced up. The captain does not then appear to have been called, and he did not come on deck till 12 o'clock, when it was his watch.

The evidence here as to the course steered is very conflicting, some affirming that the ship was close hauled, which would make her head about west, and others stating that she was steering N.N.W.

Shortly after 12 o'clock breakers were again heard to leeward, and then rocks seen ahead. Captain tried to tack the ship, but she gathered sternway and struck whilst in stays. She appears to have been bilged immediately. The crew took to the boat, and landed close to Penrhos Point, off which point the vessel was lost, and the next morning she was covered with water, and all attempts since made to save ship or cargo have failed. The master's certificate of competency and all other papers on board were lost with the ship. The ship was insured for 1,300*l.*, the cargo was not insured.

After a careful consideration of the evidence the Court found that the brig "Hannah Douglas" was lost on the morning of the 4th of April 1876 from stranding on the rocks off Penrhos Point, and it is also of opinion that the master, William Williams, did neglect his duty, inasmuch as he did not steer a course calculated to take the ship sufficiently clear of the land, and although the weather was thick he did not cause the lead to be hove, a precaution which would have warned him that the ship was running into danger.

The Court finds the master in default, and adjudges him to lose his certificate for a period of six months.

The Court is of opinion that a first mate's certificate may be granted to William Williams for the time that his master's certificate has been suspended.

T. L. Hampton Lewis, J.P.
R. T. Parry, J.P.
R. Ashmore Powell, Arthur Ronaldson, } Nautical Assessors.

## "HARMSTON."

The brigantine "Harmston" was an iron vessel of 208·40 tons register, built at Preston, in the county of Lancashire, in 1863, and classed 100 A 1 in Lloyd's, and was owned by Mr. Henry Scholefield, of Newcastle. She was commanded by Mr. Charles Henry King, who held a certificate of competency as master, dated 5th May 1875, lost in the ship. She was purchased in July 1875 by her present owner, thoroughly overhauled and equipped, also swung for the deviation of her compass. Her present master, C. H. King, joined her, this being his first command, and proceeded in September from Liverpool to Shields, where she arrived safely, and no fault was found with her compass.

She left Shields, having had everything the owner could think of to make her thoroughly efficient put on board, on October 26th, with a crew of seven hands all told, and a cargo of 249 tons of coals, bound for Tarragona, drawing 11 feet forward, and 11 feet 4 inches aft. She experienced foul moderate winds from the day of sailing, and when off

Flamboro' Head it is stated in evidence that the compass was supposed to be defective, and also again when off the Dudgeon. This, however, did not lead to any extra vigilance on the master's part. She continued to beat down till the evening of November 2nd, when at 7 p.m. she made the Newarp Lights, S.W., six or seven miles. She then tacked, and stood off 17 miles, wind being southerly. It was high water at about 9.50 p.m. that evening. At 10.30 p.m. she again tacked, and soundings were tried for (13 fathoms no bottom). She stood in, said to be heading S.W. ½ S., going six to seven knots, until midnight, when the master took charge of the watch. The wind was moderate, weather fairly clear, but no lights were seen, and no lead was used. At 3.30 a.m., going the same speed, the vessel struck on the Middle Cross Sands, and became a total wreck; the sea washed over the vessel, carrying away the boat. Attempts were made to burn a "flare up," without success. The crew took to the rigging, and there remained till taken off by the Caistor lifeboat, which landed them at Caistor on November 3rd, at 9 a.m.

*Judgment.*

The Court, having duly weighed and considered the evidence, are of opinion that the alleged defect of the compass had nothing to do with the loss of the vessel, inasmuch as she was navigated with safety to the Newarp Lightship, where the ship's position was ascertained. From this position the master committed a grave neglect in navigating his vessel, by standing out for so short a time, and then standing in towards these most dangerous shoals, when not making the lights or getting soundings at any time, which might have warned him of his danger. Taking into consideration his evident desire to navigate his ship correctly, we only adjudge that his certificate be suspended for six months from this date.

Given under our hands this 9th day of November 1875, at Great Yarmouth in the borough aforesaid.

R. D. Barber, Mayor.
John Bracey, J.P.
Ed. White, H. Brand, } Nautical Assessors.

## "HARRIET McBEATH."

The "Harriet McBeath" was a barque-rigged vessel, built of wood at St. John, N.B., in 1864. Her official number was 48,225, and she was 358$\frac{37}{100}$ tons register, and was owned by Mr. Alfred Ashmall, of Liverpool. She sailed from Cameroons in Africa on the 14th August 1875, with a cargo of palm oil, bound to Liverpool, under the command of Mr. William Henry Pollard, who holds a certificate of competency, No. 1,898, and had a crew of 14 hands all told. George Thomas West was chief mate of the "Harriet McBeath;" he holds a certificate of competency as chief mate, No. 9,879. She had one passenger, Dr. Allen. All hands were in good health on leaving Cameroons, but on the 18th James McCarthy, ordinary seaman, and Robert Small, boy, were taken ill of fever and ague. Robert Small died on the 1st September, and James McCarthy died on the 6th September.

On the 20th August Captain Pollard was stricken with the fever and confined to his cabin, but, according to entries in the log-book, he commenced to recover on the 2nd September. An entry on 4th September notifies Captain Pollard getting better. No further entry appears in the body of the log on this subject. Favourable weather was experienced until the vessel reached the vicinity of the Western Islands, on 17th October. This date commences with moderate gale from N.W., with increasing winds at 7 p.m., when topgallant sails were taken in. At 11 p.m. the upper foretopsail was furled. At 2 a.m. shipping heavy seas. At 8 a.m. lower foretopsail was burst in a squall. 18th October, strong gale N.W. and N.N.E., ship labouring heavily; port pump found to be choked. 19th, wind N.W. to north; bent lower foretopsail, and set jib and spanker. 20th, at 8 p.m. set all possible sail, weather moderate, wind N.W., latitude 46·50, longitude 19·22 W. at noon. With a few hours exception on the 23rd October, when the wind increased, causing sail to be reduced, favourable wind and fine weather seem to have been experienced until noon on the 25th, when the Smalls Lighthouse was made, bearing S.E., distant five miles, wind S.S.E., brisk breeze at 4 p.m., increasing winds, handed upper topsails, jib, and spanker. At 2 a.m. South Stack Light bore E.N.E., distant seven miles, and at 11 a.m. received a Liverpool pilot from No. 7 boat, Point Lynas bearing south by west, distant three miles, wind S.S.E., light airs; yards were trimmed on starboard tack, ship heading east; speed about three and a half knots per hour until 9 p.m., when, the wind increasing, sail was reduced to two lower topsails, and the ship wore round on port tack, heading S.S.W. At 10 p.m. the wind had increased to a whole gale, with heavy sea breaking on board, washing harness casks, beef barrels, a spar and hawser which had been left unsecured, about the deck, impeding the work necessary to be done. There was no abatement of the gale, and some of the sails clewed up at 9 p.m., being left unfurled, were split. At 11 a.m. on the 27th the crew, headed by the mate and second mate, went aft and requested the master and pilot to bear up for some port to leeward, stating as a plea that there was from 3½ to 4 feet of water in the ship, and that their strength was exhausted, and that the ship was unmanageable. According to the statement in evidence of Thomas Coutts, second mate, the master proposed running for Belfast Lough; the pilot objected to this as beyond his limit, and proposed running for the Isle of Man. This appears to have been conceded. The yards were squared and a course N.N.W. steered until 5 p.m., wind S.S.E., strong gale, speed about 7½ knots per hour. Nothing to confirm the ship's position had been seen from the previous sunset, and failing to sight the Chickens Light when expected, the ship was hauled to the wind on port tack, making very little headway, but about four to five points leeway, with drift about two knots an hour. About 10 p.m. two bright fixed lights were seen on the starboard quarter; towards midnight these lights bore N.N.E., when another bright fixed light was seen bearing about N.N.W. This was supposed to be Douglas Light, and the two lights as the light of the Bahama Light-vessel. The yards were checked, the foretopmast staysail set, and the vessel steered W. by S. She made good weather on this course and steered easy, but, at 1.45 a.m. on 28th, ran ashore at Salterstown, Dundalk Bay. Carlingford Lights had been mistaken for the Bahama Light-vessel. Blue lights were burned, and about 6 a.m. an answer was returned by a blue light from the shore. At 30 minutes past 7 a boat with five hands came off and landed the passenger and the captain's clothes, and again returned to the ship.

The ship's boat was put overboard at daylight and at 10 a.m. the crew landed, leaving the master, mate, and pilot on board. It was nearly low water when the vessel stranded; both anchors had been let go to prevent her from driving inshore, but as the tide flowed she surged further upon the rock. She struck heavily when first stranded. The pump was sounded at daylight, and five feet of water was found in the well.

About 5 p.m. Mr. West, the mate, landed, accompanied by Mr. Jones of the "Hermitage," who, with his boat and crew, had rendered essential aid and remained by the vessel to the last.

Before entering upon the finding of this inquiry it may be noted that the master and mate were examined at their own request, and as it could not be foreseen whom their statements might affect, they were examined upon oath. There is some discrepancy in the evidence given under this inquiry, but the following opinion of the Court has been arrived at without prejudice.

1st. That the master was not justified in leaving port with his vessel's starboard pump disabled, and without materials for putting it to rights when he got to sea.

That it was his duty, when the port pump became choked on the 18th or 19th of October, to have embraced the first opportunity to clear the pump, by lifting it, or by any other effective process; whereas no attempt appears to have been made to clear this pump, although many days of fine weather were experienced between the date of its fouling and the ship stranding.

That with the full knowledge of his pumps being choked, and from three and a half to four feet of water in his ship, himself sick, and many of his crew incompetent, his supply of coals exhausted, and no firewood, and obliged to cut up spars for cooking purposes, he should have availed himself of the services of the tug "Fury," when the offer was made by the master of that vessel to tow the "Harriet McBeath" from Point Lynas to Liverpool Docks for the sum of 25*l*.

That he neglected his duty by not attending to the navigation of his vessel after he had prevailed upon the pilot to leave the waters for which he, the pilot, was qualified by licence. The lead should have been more frequently used, and the log hove.

2nd. That the mate, being especially entrusted by the master with the deck duties of the ship, failed in his duty by neglecting to clear the port pump when choked for nearly ten days previous to the vessel stranding, and that his conduct in encouraging the crew to request the master to run for some port of shelter, under the plea of the ship being unmanageable, when such was not the case, was most unofficerlike and reprehensible; and also consider his con-

duct censurable for making entries in the log at the master's request, after the vessel was stranded, concerning the master's sickness, which he had not considered necessary to enter in the due order of keeping the log. The Court therefore, for the aforesaid reasons, adjudge William Henry Pollard, master, and George Thomas West, mate, in default for the stranding of their vessel.

3rd. The weather experienced, and the duties performed, were not, in the opinion of the Court, sufficient to exhaust a willing crew.

4th. That although the pilot had released himself from responsibility when he informed the master he was not competent to take the vessel to Belfast Lough, for which her course was shaped when kept away N.N.W. at 11 a.m. on the 27th, the Court feel surprised that he should have mistaken the Carlingford Lights for the Bahama Bank Light-vessel, and consider that the pilot should be called upon to account for this mistake by the authorities who granted his licence.

*Judgment.*

After carefully considering the evidence given in this inquiry, the Court find William Henry Pollard master, and George Thomas West, mate, in default for the stranding of their vessel, the "Harriet McBeath," in Dundalk Bay, on the 28th October last. The Court have not been unmindful of the master's late severe illness, or of the mate's exertions during the two days previous to the vessel's stranding, but after allowing the mitigation due, adjudge that the certificate of William Henry Pollard, No. 1,898, be suspended for 12 calendar months, and the certificate of George Thomas West, No. 9,879, be suspended for three calendar months from this date, and that the said certificates are hereby suspended.

The Court further feel called upon to remark upon the conduct of Thomas Coutts, the second mate, for absenting himself from duty under the plea of exhaustion on the 27th October, in the severest terms of censure.

They also regret that two men, who appear from the evidence before the Court to have never been at sea before, could be allowed in a British port in the United Kingdom to ship as able seamen.

HENRY F. KEOGH,
Stipendiary Magistrate.
J. MURPHY, J.P.
JNO. STEELE, Nautical Assessor.

## "HEMATITE."

The "Hematite" was a brigantine belonging to the port of Whitehaven, owned by Mr. John Williamson, and others, built of wood in 1858, and 108·90 tons burthen, and commanded by Mr. Henry Greaves, who holds a master's certificate of competency, No. 95,103, and manned by a crew of three men and one boy. The "Hematite's" official number was 18,006, drawing 13 feet aft, and 11 feet 3 inches forward, left Whitehaven bound for Newport on the 12th day of January with a cargo of 193 tons of iron ore.

At 9 a.m. on the 14th January she reached Barnstaple Bay, the tide at the time being one hour ebb, and the wind strong from the eastward, but off the land she was hove to till 1.30 p.m., waiting for the flood tide to make, when sail was made on the starboard tack, with a N.E. by N. course, to pass between Baggy Point and Baggy Leap up the Bristol Channel, the master himself taking the helm.

About 2 p.m., owing to a flaw of wind off the high land the vessel was taken aback, and on the helm being put up fell off to N.N.W., and a few minutes afterwards, on gathering headway, struck heavily and remained fixed on Baggy Leap.

All sail was immediately clewed up and lowered excepting the jibs, when she swung round with her head to the westward, and continued striking. The pumps were sounded but she made little or no water.

The crew at once, and contrary to the master's orders, got the boat out and alongside, and then went below for their effects, which they placed in the boat and got into her, refusing to go aloft and furl sails, or remain by the ship, as they stated, owing to the vessel striking so heavily the masts would fall and endanger their lives.

For some time the master refused to quit the ship with them, but finding they were determined to leave him (there being no other boat on board), he reluctantly went into the boat, believing that he would thus be enabled to induce the crew to remain near by the ship, as at this time there was in Morte Bay at a distance of about two miles a small pilot cutter bearing down towards them.

After the boat had remained near the ship for about a quarter of an hour, the master ordered the crew to pull alongside for the purpose of putting him on board, but on approaching within a ship's length of the vessel for that purpose, the boat shipping some water, they refused to go alongside, and pulled into Croyde Bay for. as stated, the purpose of "landing their effects, and obtaining the assistance of a tug."

At the time of their leaving the vessel for the shore the pilot cutter "Blessing" was close to, had arrived within hailing distance, and was shortly afterwards joined by the pilot cutter "Three Sisters."

The crew on landing their effects, and failing to obtain any assistance, immediately returned with the master towards the vessel, but on rounding the point of Croyde Bay observed that she was off the reef, and proceeding under sail to the northward, upon which they returned to the shore.

A short time subsequent to the boat leaving for Croyde the vessel floated off with the rising tide and was drifting on to Baggy Point.

The master of the pilot cutter "Blessing" immediately launched his boat and put two of his crew on board, and finding from them that she was not making water, he obtained the assistance of two of the crew of the pilot cutter "Three Sisters," and navigated her to Ilfracombe, where she now lies.

*Judgment.*

The Court, having very carefully considered the evidence brought before it, is of opinion that the stranding of this vessel was owing to a want of due caution, amounting to a "default," on the part of the master in attempting to navigate his vessel between Baggy Point and Baggy Leap.

With respect to the abandonment of his vessel, the Court does not consider it amounts to a "default," as he was deserted by his crew, but cannot overlook the fact that at the time of his leaving the vessel there was a pilot cutter close to prepared to render him assistance.

The Court therefore suspends the certificate of Mr. Henry Greaves for three calendar months from this date.

Although the conduct of the crew is not a part of this inquiry, the Court consider it most disgraceful, and utterly unbecoming British seamen showing an anxiety to save themselves and their clothes without the least regard for the safety of their vessel or the orders of the master.

A. C. BASSETT, J.P.
H. W. TOMS, J.P.
HENRY KNOX, WILLM. CURLING, } Nautical Assessors.

## "HEROINE."

The "Heroine," official number 27,429, was a brig, built of wood at Shoreham in 1860, at which port she was registered at 261 tons; she was owned by Francis Cheesman and others, all of Shoreham.

This vessel arrived from the Baltic on October the 29th, with a cargo of timber and deals, and was moored in the Aldrington Basin in the harbour of Shoreham. The crew was paid off on the 30th, leaving the master and one apprentice by the ship. On the 1st of November, the deck cargo having been discharged, a Custom House officer was appointed in the usual manner to superintend the discharge of the cargo. At about 4 p.m. the apprentice lit a fire in the cabin stove, for the convenience of the Custom House officer. At 5 p.m. the Custom House officer Hill appears to have gone below and boiled water for his tea at the fire; at about 5.30 he was joined by another Custom House officer named Moore. These officers remained in the cabin by the fire until about 6 p.m., when they left the vessel, leaving no person on board. The fire, however, was left burning in the cabin, and the companion hatch was shut up. The officer Hill, who had charge of other vessels as well as the "Heroine," was watching them from the quay abreast of the ship until about 9 p.m., when sparks were seen issuing from the cabin funnel. The officer Hill, with a watchman from the shore, went on board, and on opening the hatch found the cabin full of smoke. They unsuccessfully attempted by means of buckets of water to put the fire out. Subsequently two detachments of coast guard and the Brighton Volunteer Fire Brigade arrived at the scene of the disaster, and with much exertion succeeded in subduing the fire at about 4 a.m. on the 2nd November.

The vessel sustained considerable damage, being completely burnt out from the mainmast to the stern.

Having considered the foregoing facts, we came to and delivered the following judgments: "The Court having "carefully considered the evidence in this case, are unanimously of opinion that the brig 'Heroine' has been "seriously damaged by fire, the said damage having "originated in sparks from the fire left burning in the "cabin stove, and that no blame attaches to the owners or "master of the vessel. The master's certificate is therefore "returned to him."

CHARLES BRIDGER, J.P.
HARRY BRIDGER, J.P.
GEO. H. FORSTER, WM. CURLING, } Nautical Assessors.

## "HIBERNIA," (S.S.)

The "Hibernia" was an iron screw steamer, built at Dundee in 1865. She was schooner rigged, with engines of 200 horse power combined. She was registered at Dundee at 850 gross or 512 nett tons, and was owned by the Dundee and Perth and London Shipping Company, and was engaged in trade between Dundee and London. She left London on the 29th of January last, with a general cargo and 12 or 14 passengers, for Dundee. Her crew consisted of 27 hands all told, including the master, James Findlay, who held a certificate of competency, No. 21,411.

Nothing particular occurred, the wind and weather being favourable, till she arrived off Flamborough Head on Sunday the 30th, at 11.30 a.m., Flamborough Head being then a distance of from four to five miles abreast, from whence the ship's departure was taken, and the course set N. by W., to pass outside the Fern Islands. The wind was then moderate from the S.W., with smooth water. The speed of the ship was about 12 knots, under full power of steam and canvas. The weather was a little hazy. At 6.20 p.m. the master judged, from former experience of the performance of his ship, that he was then abreast the "Coquet." The weather continued hazy over the land, but less so to seaward, and the master altered the course to N., which course was kept for half an hour. The ship was then steered N. by W. until 7.30 p.m., when the course was again altered to N.N.W., upon which course the vessel struck, at about 8.20 p.m., upon the rocks a little to the eastward of the Inner Fern Light. Immediately prior to this a light was seen on the port bow. The helm was put hard aport, and the land reported by the look-out man forward about the same time, upon which the engines were ordered to be stopped and reversed, but before her way could be stopped the ship took the ground forward, and became fixed. Distress signals were made, which were in course of an hour answered. The boats were also got out, and the passengers landed upon an island. About low water, on Monday morning, the ship slid off the rock into deep water, and with the assistance of a steam tug the master endeavoured to get her into Holy Island. Her fore compartment having become filled with water, and the ship almost unmanageable, she was towed on to the beach outside the bar, and became a total wreck. No lives were lost, and the cargo was partially saved.

On a review of the evidence given in this case, including that of the master, there is a remarkable similarity in this disaster to that of the "Matin," near Tynemouth, on the 29th of the same month. Both masters were men of long practical experience of the navigation of the coast upon which they came to grief, and both seemed to rely upon what their vessels had done on former voyages; and having run their respective distances for the land they expected, neither of them had recourse to the lead to help them, but ran blundering on at full speed, till the land brought them up. It is to be observed, however, that in this case the courses steered were not calculated to carry the vessel four or five miles outside the Fern Islands, as the master expected, and as is clearly laid down by the sailing instructions for that part of the coast.

Accepting the position of the ship to be where the master placed her on Sunday the 30th at 11.30 a.m., that is, four to five miles off Flamborough Head, the Court is of opinion that the course then set by the master, viz., N. by W., was calculated to bring the ship pretty nearly to the place where she stranded, as may be seen on reference to the book of directions, where the bearing from Flamborough Head to Longstone Light is stated to be N. $\frac{3}{4}$ W. It is also in evidence that the vessel ran N.N.W. three-quarters of an hour before striking, and that the lead was totally neglected. Under these circumstances the Court are of opinion that the master is to blame for the loss of the ship, and that no blame attaches to Cornelius Scott, the mate, or to George Thomson, the first engineer, or to David Baxter, the second engineer.

Strong testimony was borne by parties of high respectability to the long period of the master's service without a casualty happening before, to his steadiness, to his ability, and to his general attention to his duties, and this testimony has received great consideration by the Court, and has enabled the Court to take a much more lenient view of the case than they would otherwise have done.

The judgment of the Court, however, though lenient in the circumstances, will, from the position heretofore held by the master, be felt by him to be severe.

The Court find that the said steamship "Hibernia" was stranded on a rock east of Inner Fern Island on 30th January 1876, and was subsequently lost at or near Holy Island Bar, through the default of the master, James Findlay, and adjudge and ordain that the certificate of the said James Findlay be suspended for the period of three calendar months from this date, and with regard to the certificates of Cornelius Scott, George Thomson, and David Baxter, the Court order the same to be returned to them.

CH. EDWARD, J.P.
THOMAS H. COX, J.P.
EDWARD HIGHT, G. TREFUSIS HOLT, } Nautical Assessors.

## "HILDA," (S.S.)

The screw steamer "Hilda" was built at Port Glasgow in the year 1865, of iron, and was of the register tonnage of 442 $\frac{27}{100}$ tons, and owned by the Ytteroen Mining Company, (Limited) London, and at the time of her loss was commanded by Captain Jacob Shotton.

She sailed from Drontheim at about 10 a.m. of the 3rd day of July last, laden with pyrites, bound to the Tyne, having a crew of 20 hands all told, including a Norwegian pilot carried expressly for the navigation of the Norwegian coast.

Her draught of water was 16 feet 10 inches aft and 13 feet 6 inches forward. All went well until 6 p.m. of the same day, when the vessel was near Ringholm, the Norwegian pilot then being in command.

The weather turned hazy and thick, but not of much consequence; about 8 o'clock it became very thick, and by the captain's orders the engines were turned slow; at this time the vessel was about off the entrance of Christiansund about a mile and a half off the shore. At 8.20 p.m. the look-out man reported rocks ahead, the helm was immediately put a-port and the engines reversed full spead.

The vessel cleared those rocks but almost immediately grounded on sunken rocks. The water was seen coming into the forehold. The vessel had passed nearly over the sunken rocks and was held at the after part. The engines were kept reversed full speed so as to fasten her on the rocks, as they were afraid of her sinking in deep water. The boats were got out immediately, and were not a moment too soon, as the forehold filled and the vessel slipped off the rocks and sank in deep water. At the time of the occurrence the steamer was in charge of a pilot who it was alleged held a licence from proper authorities to navigate vessels along the Norwegian Coast. The vessel appears to have been specially retained for this trade, and was in every respect properly equipped, manned, and commanded; and so far as related to the navigation of the vessel commendable precautions were taken by having a person constantly on board to navigate the vessel along the dangerous coast of Norway, instead of depending upon being supplied each time the vessel went there. No blame can be attached to anyone.

*Judgment.*

The Court having considered the evidence in this case are unanimously of opinion that the captain, Jacob Shotton, has not been guilty of any default; we therefore return him his certificate.

JOHN L. HALL, J.P.
ARCHD. STEVENSON, J.P.
JOHN STEELE, JAS. F. PROWSE. } Nautical Assessors.

## "HO HOANG."

The "Ho Hoang," a sailing brigantine, of 142 tons register, was built of wood at Montrose, in the county of Forfar, in the year 1872, and belonged to Mr. Andrew Mearns, of Ferryden, in that county.

This vessel left Memel on the 1st of January last, bound for London. She was commanded by her owner, Mr. Mearns, who holds a master's certificate of competency, her crew was seven hands all told, and her cargo was staves.

She appears to have been well found, and arrived at Elsinore on the 5th of January. She left that port on the following day, and proceeded on her voyage; the weather was clear, but towards the afternoon it became cloudy, the wind veering from N.E. by E. to E. by N. About 2.45 p.m. of that day (the 6th), the Lighthouse of Moruptange bore E. ½ N., at an estimated distance of seven miles, the course then steered was north half west; the master in shaping this course considered there would be a current setting his ship to the westward, the wind being from the east, and therefore she would make a north by west course, which would bring her well in sight of the Nidingen Light. Shortly before 4 p.m. a revolving light with a red flash was sighted bearing about N.N.E. or N.E. by N. on the ship's starboard bow. The master went below and consulted his chart, this light, however, was not shown upon it, nor was any mention made of it in the sailing directions on board. Shortly after 5 o'clock this light was on their starboard quarter, and the Moruptange Light was not visible. About 4.45 p.m. the course was altered to north, and at 5.10 the master went below leaving the chief mate in charge of the deck. At 5.45 the look-out boy reported land right ahead, and the mate gave orders to put the helm hard a-starboard, when the vessel almost immediately took the ground, and forged on to a smooth rock. She was kept under canvas in order that she might not slip from the rock, as it was feared there might be a hole in her. The boats were then got out and signals of distress made, and at midnight assistance was sent from the shore in the shape of a fishing boat. The mate went in her to Gettero Island, and proceeded to Warberg, and by direction of the consul there a tug was sent from Gothenburg to tow the vessel off. Lighters were also sent off, into which part of the cargo was discharged, part having been previously thrown overboard. The tug made an attempt to tow the vessel off the rock, but in so doing her tow-line broke, and whilst another was being prepared the vessel came off herself. She was then towed to Warberg, and having made considerable water she was towed to a shallow place in the harbour, where she sank.

She afterwards underwent considerable repairs, and on the morning of the 19th of March she left for London, where she arrived on the 25th of that month with the remaining part of her cargo. No lives were lost.

The Court was of opinion that the loss of the "Ho Hoang" was owing to the master having miscalculated his distance when passing the Moruptange Light, and as the light which he saw at 4 p.m. is not marked on the chart or mentioned in the sailing directions he had on board, did not consider this conduct amounted to a default, and accordingly returned to him his certificate.

J. H. Patteson,
Stipendiary Magistrate.

Henry Knox, Wm. Parfitt, } Nautical Assessors.

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## "IDA," (S.S.)

The "Ida," an iron screw steamship, was built at Stockton-on-Tees, in the county of Durham, in the year 1871. She had one deck and a break, two masts, was schooner rigged, of $965\frac{92}{100}$ tons gross, and $617\frac{52}{100}$ tons register. She was propelled by two compound inverted direct-acting engines of 98 horse power combined, and belonged to Mr. Richard C. Denton, of Norton, in the county of Durham, and others.

She left the Tyne on her last voyage with a crew of 21 hands, all told, on the 8th April for Port Said. It appears that everything was in good order at that time, and all seems to have gone well until the 27th April.

According to the evidence of the chief officer and the statement of the captain, it appears that on that day the wind was from the N.W., and that at noon, with all sail set, when in latitude 31° 44 N., longitude 29′ 15 E., the course steered by bridge compass was S.E. ½ E. At 5.30 p.m. Aboukir Castle bore S.E. ½ E., distant apparently eight miles. At this time the course was altered to E.N.E., and that course was kept for three quarters of an hour, when it was altered to N.E. by E.

At 7 p.m. the Rosetta Light was made bearing E., apparently about eight or nine miles distant. Shortly after this, about 7.20, the vessel was steered N.E. northerly, The weather appears to have been hazy at times from the heat, but not thick. No alteration appears to have been made in her course after this time. At 7.30 p.m., when the captain was on the bridge (and it would appear that he only left it from 6.15 to 6.30), some one was heard to call out from forward, and at the same time the vessel struck. The captain immediately ordered the helm hard a-starboard, and the engines to be reversed full speed astern. These orders appear to have been executed immediately. As, however, the ship would not come off, two kedge anchors were carried out, and warps bent to them and taken out to the port quarter. Every effort was then made by heaving on the warps and working the engines to float the ship, which, however, failed. At 2 a.m. on April 28th the crew commenced throwing the cargo overboard, and continued to do so, all hands being at work till 8 a.m., when they were compelled to leave off on account of the sea which was then breaking heavily on board, and at 11.30 a.m. the lifeboats were got out, and the captain and crew left the vessel. Every effort seems to have been made to obtain assistance and to get the ship afloat, and ultimately, on May 9th, with the assistance of an Egyptian Government steamer and Her Majesty's ship "Torch," the ship floated. It appears from the evidence of the chief officer that at 5.30 p.m. on the 27th April, the day of the disaster, when Aboukir Castle bore S.E. ½ S. by the bridge compass, Pompey's Pillar was in sight, but that no cross bearings were taken then or at any other time, which must have shown the captain his true position and the error he had made in his calculation of the distance of the ship from the land.

It also appeared from the evidence of all the witnesses that the lead was never used on any occasion.

Under these circumstances the Court found that the stranding of the "Ida" near the Rosetta Light on the evening of the 27th April was caused by the default of her master, Captain Charles Barrett Darling, inasmuch as he did not verify his position by cross bearings when he might have done so; and the Court further thought that he had grossly neglected his duty in not using the lead in the proximity of these dangerous shoals, more especially as it is a precaution particularly enjoined in the sailing directions.

In consideration, however, of the high testimonials which were adduced in his favour, and the energy and unceasing exertions he displayed in saving the ship, the Court, after due consideration, had adjudged that Captain Darling's certificate should be suspended for six calendar months from this date.

J. H. Patteson,
Stipendiary Magistrate.

R. Ashmore Powell, J. S. Castle, } Nautical Assessors.

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## "IRONOPOLIS," (S.S.)

The official number of the vessel is 68,295, and she was registered at the Port of Middlesbrough, she was built at Glasgow in 1873, and owned by John Milner Lennard, of Middlesbrough, shipbroker, and 11 others. Her registered tonnage was 150 tons, propelled by two engines, 38 combined horse power. The master of the vessel was Charles Brown, who is an uncertificated mariner. Her crew numbered 11 persons all told, and were named—

Charles Brown, master; Edward Pavey, mate; Robert Rilmear, chief engineer; Loines Burnett, second engineer; John Johnson, boatswain; Zillis de Wyser, able seaman; William Farrow, able seaman; Daniel Coulon, able seaman; W. M. Lancaster, able seaman; Walter Mockted, fireman; and William Holroyd, fireman.

Her draught of water was 4 feet 4 inches forward, and 8 feet 6 inches aft.

From the evidence of the mate, it appears she left Rotterdam on the 25th November, and on the following day reached the mouth of the Tees about 8 p.m. It being low water she stood out to sea, and remained until about 12.30, when she sought to enter under steam and trysail; wind blowing E.S.E., she being then eight or nine miles out to sea. In coming in the Hartlepool high light bore N.N.W., from two to three miles abaft the starboard beam. It was blowing heavily, and at times squally. Saw Seaton Light just before the beam at 12.30. Saw the Hartlepool lights

and passed the Fairway Buoy about 1 a.m. The mate saw the buoy from the forecastle, and he states that about 10 minutes after passing it a snowstorm came on, and he was unable to see anything for about a quarter of an hour or 20 minutes, when the ship struck on the North Gare. The seas lifted her over the Gare on to the Seaton Sands. The vessel was steered from the bridge by the binnacle compass.

The canvas was taken off before she struck. The mate could not say the course the ship was making, but he heard the captain say when he left Rotterdam that the course had been set for Flamborough Head. There was lead on board, both hand and deep sea-lines, but neither were used until after the ship struck.

The mate said he heard the captain give orders for the lead to be cast before the vessel struck, and swore he saw both leads on the main hatch before she struck; and that from the forecastle he saw one of the men throw the lead just after the vessel struck on the Gare. He swore that although he saw the seas breaking on the Gare he did not suggest that the lead should be thrown. The vessel touched on the Gare about her amidships, when there was only six feet of water under her. The mate also said he made no report to the captain, that he was unable to see from the forecastle owing to the snow, and the vessel was allowed to steam slowly with a heavy sea behind her. He also said that he saw the Hartlepool lights, which he took to be the town of Hartlepool, before the snow came on, but that he had not the slightest notion the course that the vessel was being steered. He produced his log-book. He took no bearings after the ship got aground, and therefore could not fix the ship's position. The boatswain, John Johnson, said that the snowstorm came on between 12 and 1, but before that the lights were distinctly visible. That they might have been lights of ships or Hartlepool. He swore that after the vessel first struck, she went on for an hour before finally stopping. That the kedge anchor was thrown out astern on the port side, directly after the ship first struck by the captain's orders, and that it took an hour and three quarters to two hours to get the anchor out. That he took the lead out of the locker where it was usually kept, at 9.30 ready for use. That the captain called out for the lead to be thrown, and that he threw the hand-lead out about five minutes after the vessel struck. That he found two fathoms of water, and reported it to the captain. A seaman, Zillis de Wyser, said he saw the lead on the main hatch, but did not see it used. That he heard the mate sing out something just before the vessel struck. That after she struck on the Gare she went on until she finally got fast in the sands. That after she became fast he threw the lead himself, not because the captain ordered him, but on his own account, to see if the vessel was moving, and that he found her stationary. The chief engineer, Robert Rilmear, said that he went on duty at 8 p.m., and at 12.30 they were going easy ahead, making about 20 revolutions a minute. That he suddenly felt a shock, and by an order stopped the engines. That he thought there were two shocks, and then the telegraph ordered "Full speed astern." That the engines worked full speed astern about half an hour. They were then stopped for about 10 minutes. They were then put full speed astern again and remained so until 2.30 or 3 a.m. That at 10.30 p.m. when he was on deck, the wind was blowing a little squally, he fancied he saw lights on the starboard side, and thought they were the town lights of Hartlepool. That after the vessel struck she made very little water. The fore and aft tanks were full of water ballast, and he lightened her a bit, but gave up when the captain told him. He also swore that although the engines were working full speed astern the sea drove the vessel ahead. The second engineer in a measure corroborated the testimony given by the first. He said the night was sleety when he was on deck. He saw lights at 9 p.m. on the starboard side, which might be ship's or town lights. That he found on the following day on examining the spot where the vessel had struck, when the sands were dry, that she had ranged ahead for about 100 yards.

The captain's statement is to the effect that on the 27th November, when the vessel struck, the wind was blowing a strong gale E.S.E., with a very high sea running. That he kept the ship down on the Tees Bar. That at 1.30 a.m. he passed the Fairway Buoy on the starboard side, the engines working easy ahead. That they were overtaken by a heavy storm covered with snow and sleet, being at that time between the second and third black buoys on the North Gare and in mid-channel. That he lost the leading lights of the fifth buoy, went on and steered in by compass, and ordered one hand to take a cast of the lead; but it appears that owing to the ship tossing about at sea, the line had got fastened, and when the man was in the act of taking a cast, the ship grounded on the North Gare. That he put the helm hard a-starboard, and the ship almost stopped and lost steerage way. He ordered the engines to be put full speed astern, but owing to the gale of wind and flood tide the ship would not go astern. He then ordered an 8-inch hawser to be made fast to the kedge anchor and let go through the port hole. That was of no avail and the ship went upon the sands, where she stayed until the Saturday following, when she was got off and towed round to Middlesbrough. That owing to the heavy sea and snowstorm he did not feel justified in standing out to sea.

*Judgment.*

The explanation offered by the captain as to the position of the ship confirms the opinion I entertain, viz.: that he had lost his course. I think it was incumbent upon him, as soon as he found that the leading lights were impeded by the snowstorm to have turned the vessel's head seaward, and to have stood out until the weather enabled him to recover his course and make his port. In steaming ahead at a time when he must have known his course was one of pure speculation, only he was guilty of a great negligence and showed a great disregard for the safety of the vessel.

The fact that the lead had not been used until after the vessel struck, and the absence of a proper look-out prove such culpable negligence on the part of the captain that I have thought it right to inflict upon him a fine, and I order that he do pay a sum of not more than 25*l.* towards the costs of this inquiry.

CHAS. JAS. COLEMAN,
Police and Stipendiary Magistrate.
A. P. SANDEMAN,
Nautical Assessor.

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## "ISABELLA."

The "Isabella" was a schooner of 53 tons registered tonnage, built at Frodsham in Cheshire in the year 1825. Her official number was 1534. Her master was William Roberts, who holds no certificate of competency. The vessel, which was not classed, was owned by Mr. James Irving, share-broker at Carlisle. She sailed on the 15th October last from Dinorwic in North Wales, bound for Maryport, with a crew of three all told, and laden with 82 tons of slate. The vessel was then well found and seaworthy. She had been thoroughly repaired about eight years ago, and upwards of 100*l.* had been spent in repairs upon her in September 1874. The weather was calm when the vesse left Dinorwic, but on the same day a strong easterly breeze sprang up, and at 9 a.m. the vessel was anchored at Bangor, where she remained till the 25th of October. On that day at noon she left Bangor, bound for Maryport. The vessel cleared Puffin Island Sound at 4 p.m. on the 25th of October. At this time there was a strong south-east breeze, and the vessel took first a north-east course. This course was kept till about 8 o'clock the same night, when it was altered to north by east a quarter east, and at 10 o'clock it was north-east by north. This course was kept till 12 o'clock. The weather at this time was hazy, and at 12 o'clock the course was altered to north-east half north, and this course was kept till the vessel eventually struck. The master left the deck at midnight on the 25th of October, and at 2 o'clock a.m. on the 26th it was reported to him in the cabin that there was a dark loom to windward. He at once came on deck and ordered the helm to be starboarded, and in two or three minutes the vessel struck on Barnscar Rocks on the Cumberland Coast, about 12 miles south of Whitehaven. At about 5 a.m. the vessel sank in about 14 feet of water, and the crew clung to the rigging until they were taken off by the Seascale lifeboat. At 4 p.m. on the 25th October, after the vessel left Bangor, the patent log was put overboard, but it was never hauled in, nor were any other means taken to ascertain the speed of the ship. No soundings were taken and the lead was never used. No lights were seen and no bearings were taken.

We are of opinion that no blame rests upon the owner of the vessel, which was well found and appears to have been seaworthy. We think the vessel was stranded in consequence of the master having steered a course calculated to take him too far inshore, and further that he neglected to ascertain the speed of his ship either by looking at his patent log, or by heaving the common log. He also neglected to take the precaution of using the lead when getting into shoal water in thick weather.

We are of opinion that if the master had adopted these precautions the vessel would not have been lost, and we think his negligence deserving of strong censure.

F. W. Wicks, J.P.
R. Gibson, J.P.
R. Ashmore Powell, Nautical Assessor.

## "ISABELLAS."

The "Isabellas" was a wooden brig, built at Sunderland in the year 1854, her registered tonnage was 198 tons, and she was solely owned by Mr. John Harrison, of Robin Hood's Bay, in the county of York, and who was her master. She left Gefle on 29th September last with a full cargo of deals and iron, with a crew of eight hands all told, including the said Mr. John Harrison, her master, who holds a certificate of service as master numbered 40,687, dated the 28th day of December 1850.

All proceeded well and nothing particular happened, except experiencing a succession of rough weather, until noon on the 17th day of October, when their meridian observation gave their latitude 53.52 North, longitude by dead reckoning was 1.7 East. The weather at this time is described as moderate and fine. Vessel under all plain sail, heading S.W. by S., with the wind about S.E. by E.

About 5.30 p.m. they saw a light-vessel bearing N. by W., distant about three miles, and which was mistaken as the Outer Dowsing Lightship. About 6.15 p.m. the aforesaid light-vessel showed a red flashing light, and soon after, or about the same time, a black and white striped buoy was passed to the southward of it, distance 10 to 15 fathoms. Almost immediately afterwards a cast of the lead was taken, which gave no ground at seven fathoms.

About 7.20 p.m. (the vessel still heading on the same course) she struck the ground heavily, some sail was taken in and mainsail hauled up, when the master gave the orders to get the boats out, as the sea was beginning to break over her, and about 9 p.m. the ship was abandoned. No lives were lost.

After carefully balancing the evidence in this case, the Court regret that the master, Mr. John Harrison, did not, when he sighted the black and white striped buoy, take further steps to verify his position, knowing his close proximity to land, by more frequently using the lead, which would at once have shown him that he was not where he supposed himself to be, viz., near the Outer Dowsing Light-vessel.

It appears that only one cast of the lead was taken, when the leadsman reported no ground at seven fathoms.

George Pyman, J.P.
Eben. Sep. Jobson, J.P.
Chas. S. Pryce, Jas. F. Prowse, } Nautical Assessors.

## "ISLAND BELLE."

The "Island Belle" was a brig of 195 tons register, belonging to Guernsey, built in Guernsey in the year 1869, official number 56,385, commanded by John Briard as master on her last voyage, and owned by William Warren Bird, of Guernsey, and others

It appears in evidence that she left Newport in Monmouthshire on the 16th of August last, with a crew of eight all told, of whom John Briard was master, Francis Hewett supercargo, and Evan Lewis was mate, bound for the port of Martinique with a cargo of coals, where she arrived, all well, on the 23rd September last, and anchored in Trinity Bay. After discharging and ballasting, she sailed thence on the 12th October for Wilmington in Carolina, having landed one of the crew sick, who was left there in hospital. She arrived at Wilmington, all well, on the 25th October last, and there loaded a cargo of resin for Bristol. Whilst at Wilmington three of the crew left the vessel, and were replaced by three new hands. She sailed from Wilmington on the 21st November last (her draught of water being 8 feet 5 inches forward, and 8 feet 6 inches aft), with a crew of seven all told. On the morning after leaving the port she grounded lightly on the Frying Pan Shoal, but got off without any apparent damage and making no water, and proceeded on her voyage for Bristol. She appears to have met with fair winds, and no extraordinary bad weather, and on the 20th day of December last, she arrived in the channel, when soundings were obtained at midnight in 55 fathoms, sand and speckled stones. On the following day at 3 p.m. a German barque from Cardiff was spoken, who gave the ship's position as latitude 51° 10′ N., longitude 6° 23′ W. Evan Lewis, mate, had died on the morning of the 20th December last, and was buried on the same day.

From the time of communicating with the barque the course steered was south-east by east, and the patent log was used; the wind was westerly, moderate breeze. At midnight on the 21st the land was clearly seen at a distance calculated from three to four miles, and recognised by Hewett, the supercargo, as Sharpnose Point. The vessel's head was immediately put to westward under two lower topsails, foretopmast staysail, and maintopmast staysail, with a moderate breeze and fine weather, the ship heading from north to north-north-west, and going through the water at the rate of three to four knots per hour. About 2 a.m. the weather appears to have become hazy, and the wind fallen light. No change, however, was made in the ship's sails or course till 4 a.m., when the breakers were discovered on the starboard beam, close to. An attempt was then made to make sail, and the jib, trysail, and foresail were set, and the upper topsails loosed, but without effect, as by this time the wind had almost died away. The vessel lost steerage way, and helplessly drifted broadside on to the breakers, where, as soon as she struck, the sea swept her decks, making a clean breach over her. Signals of distress by means of a fog horn and burning of a paraffin lamp were made, and soon after the rocket brigade, on a second attempt, succeeded in throwing a line across the ship. The crew did not succeed in hauling the whip block on board, and immediately after the lifeboat came alongside, rescued the crew, landing them at Bude.

It appears from the evidence that at midnight of the 21st December the land was first seen by Francis Hewett, the supercargo, who immediately wore the ship, and put her head to seaward on the port tack, under the canvas as above described, leaving the deck immediately after in the charge of John Briard, the master. The evidence is very conflicting as to the presence on deck of the master for a considerable portion of this time, also as to whether the wheel was or was not lashed, and left without anyone in charge, but it is clear that no lead was used, no log hove, and the speed of the ship only roughly estimated, and that the master was in considerable doubt as to the position of the ship, and no effort to make sail was made to keep the vessel off the land till she was almost on shore. That he was ignorant of the direction and velocity of the tide, and did not consult his chart as to the soundings, and appears not to have used any effort for the safety of his vessel. The anchors appear not to have been prepared for letting go. And the Court for the above reasons find that the loss was owing to the neglect of the captain, who, it considers, was gravely in default.

1st. For not having his anchors ready to let go when approaching the land; for neither using the lead or log, or taking any ordinary precaution to ascertain his position throughout the middle watch.

2nd. For neglecting to make sail when the wind fell light, in order to increase his distance from the land, which had been clearly made out at 12.15, at a distance calculated from three to four miles.

The Court therefore suspend John Briard's certificate as master for two years from this date.

It appears from the evidence that Captain Briard in a voyage from Jersey in the same vessel, where, it is stated, a certificate of competency from the Board of Trade is not required to be held by masters in the foreign trade, was registered as mate under an uncertificated master, but when this vessel sailed from Newport, an English port, where a certificated master is necessary, he was registered as master, but continued to act during the whole voyage as first mate under the same uncertificated master and part owner, who had acted as his captain on the previous voyage.

The Court cannot too strongly express its opinion upon this apparent evasion of the statutes which practically leads to a divided authority on board, the ship virtually having two masters.

E. A. Vidal, J.P.
E. P. Charlewood, J.P.
B. G. W. Nicolas, Wm. Parfitt, } Nautical Assessors.

## "ISLAND MAID."

The "Island Maid" is a wooden brig, of 134 tons registe tonnage, built at Whitehaven in the year 1865. Her official number is 47,789. Her master is James Johnstone, who

holds a certificate of competency, No. 82,214. The mate was George Williams, who also holds a certificate of service No. 57,917. The vessel is owned by Mr. John Williamson, a shipowner at Whitehaven, and others. The vessel sailed from Corfu for St. Petersburgh, laden with olive oil, about the 29th July last, with a crew of six all told, and called at Plymouth for provisions about the end of September. The vessel left Plymouth on the 4th of October, at half-past 10 o'clock a.m., with a west wind; after this it is impossible to ascertain with accuracy what courses were taken, or when they were changed, as the master's account differs from the mate's, and the log-book does not agree with either. At midnight, however, on the 4th October two lights were seen on the port bow, which the captain took to be the South Foreland lights, and another light was seen on the starboard bow, which the master thought was the South Sand Head Light. At half-past 2 o'clock in the morning of the 5th of October, that is two hours and a half after the lights were seen, the vessel went on shore at the mouth of the River Somme, on the French Coast, and then the lights which had been seen were found to have been the French lights at Etaples.

The vessel remained on shore for three or four days, and was then got off and towed into Boulogne. The master confesses his entire inability to account for the vessel running ashore on the coast of France, when he thought he was near the English shore, and the mate endeavours to account for it by the thick weather and the current of the sea.

We are of opinion that the stranding of the ship was owing to an almost entire absence on the part of the master of all proper precautions to ascertain her course and position, and that practically all was left to chance. We therefore suspend the certificate of the master, James Johnstone, for 12 calendar months.

We also think the entries in the log-book after the vessel left Plymouth are entirely wrong and misleading, and we believe these entries to have been made by the mate after the stranding of the vessel, for which we think he deserves the gravest censure.

FREDK. W. WICKS, J.P.
J. RIMMER, J.P.
GEO. H. FORSTER, WILLIAM CURLING, } Nautical Assessors.

## "ISLAY," (S.S.)

The "Islay," official number 60,327, is an iron paddle wheel steamer, built at Glasgow, in 1867, at which port she is registered, her gross tonnage being 362 tons, and register 204 tons. She is worked by two engines of the combined power of 145 horses, and is owned by Mr. Charles Morrison, of London.

She left Port Rush at 9.30 p.m. on 13th August 1875, bound for Glasgow, with a general cargo, and 100 passengers.

Her crew consisted of 24 hands, including the master, John MacNeil, who holds a certificate of competency, No. 101,164 as master of a home trade passenger ship, and the mate, Duncan Kerr, who holds a certificate of competency, No. 100,828 as master of a home trade passenger ship. At the time of leaving Port Rush the weather was fine, but slightly hazy, with a light breeze from the eastward and smooth sea. The master was in charge of the deck until the vessel was off the Skerries, but was off and on the bridge till about 10.20 p.m., when he went to his cabin, leaving the mate entirely in charge. The vessel's course was altered from time to time as required to keep her about three-quarters of a mile from the coast.

The engines were worked at full speed, being about 14 knots per hour. There was no sail set. At 10.20 p.m. the vessel was off Bengore Head which was in sight, distant two miles W.N.W. The vessel's course was continually being altered to pass through Rathlin Sound, the weather continuing fine. At about 11 p.m. Ball Point on Rathlin Island was seen. At about 11.5 a thick fog rose ahead of the vessel over Rathlin Island, still keeping clear beyond the island; and at 11.11 p.m. the vessel struck on Rathlin Island, about one mile to the northward of Rue Point, where she remained. The boats were lowered and all the passengers landed. Signals were made by rockets to the steamer "Rose," which was in sight, and she went to the "Islay" and remained by her until the morning, when she embarked the passengers and took them to Glasgow. No lives were lost. The "Islay" was afterwards got off the rocks, and is now under repair at Glasgow. She was valued at 11,000*l.* and insured for 5,000*l.*

The Court having carefully considered the evidence adduced, with the statements of the master and mate, found that when the vessel stranded she was and for some time previously had been under the charge of Duncan Kerr, the mate; that while proceeding at full speed, viz., about 14 knots an hour, he entered a fog without acquainting the master, and continued at that speed until the vessel struck.

In these circumstances the Court had no difficulty in acquitting the master of blame, and attributing the casualty to the careless navigation of the mate; his duty being either to call the master and thereby relieve himself of responsibility, or slow the engine and take a cast of the lead.

Therefore the Court found the said Duncan Kerr in default, for which they adjudged his certificate of competency, No. 100,828, to be suspended for six calendar months from this date.

W. JOHNSTONE, J.P.
MORRIS POLLOK, J.P.
C. T. WARD, C. S. BROOME, } Nautical Assessors.

## "J. E. McCONNELL," (S.S.), and "WHAT'S THAT TO YOU."

The "J. E. McConnell," an iron screw steamship, was built at Jarrow, in the county of Durham, in the year 1867. She had one deck, three masts, was schooner-rigged, of 761 tons gross, and 517 tons register, and the property of the General Screw Collier Company, Limited, of 17, Gracechurch Street, in the city of London.

The "What's that to you" was a sailing smack, belonging to the port of Grimsby, and was built at that port in the year 1867. She was of wood, and had one deck, one mast, and of 34 tons register, and the joint property of Messrs. Thomas and Frederick Campbell, of Grimsby aforesaid, smack owners.

The "J. E. McConnell" left Rotterdam, in ballast, bound for the Tyne, on the 17th September last, under the command of Mr. John Smith, who holds a master's certificate of competency, and had a crew of 18 hands all told. Fine weather attended her passage across the North Sea, and at noon of the 18th of September her position was about 30 miles S.S.E. from Flamborough Head. From this position a N.W. by N. course was steered. She was going full speed, about seven knots an hour. Her fore and main trysails and forestaysails were set. The wind was light from the N.E., and the weather clear. About 1 p.m. the master retired to his cabin, leaving the deck in charge of his chief officer, Mr. Robert William Bissett, who holds a master's certificate of competency.

Between noon and 1.30 p.m. a number of fishing smacks had been passed at various distances. The watch were on deck employed at various duties, and the chief mate was on the bridge. Shortly after 1.30 a cry of alarm was heard ahead, and simultaneously a vessel's mast appeared on the starboard bow. The mate gave instant orders for the engines to be stopped, and reversed full speed, and the helm to be starboarded. These orders were executed, but before either could operate on the steamer, she had run into the smack, striking her a little abaft the waist on her lee or starboard side, and she sunk under the steamer's bow in about two minutes after receiving the blow. In this interval four of the smack's crew had climbed on board the steamer; the fifth man went down with the smack, but was subsequently picked up, and saved by the steamer's boat. No lives were lost. It appears that the steward of the steamer, hearing cries of alarm, called the master, who at once rushed on deck, and reached the bridge just after the collision had taken place, and, finding the telegraph at "full speed astern," he placed it at "stop," and gave orders for the boat to be lowered, which was the means of saving the life of the smacksman.

There was no look-out on the forecastle, the witnesses stating it was not customary to station a man there during daylight in fine weather.

On the part of the smack, the evidence showed that she had sailed from Grimsby on the 15th of September under the command of Mr. Joseph Collins, and had a crew of five hands all told, and took her station for fishing about 20 miles from the Spurn Shore Light, which bore west by south. At 1.30 p.m. of the 18th she had caught a quantity of cod fish, and was then with her head sails hauled down, with mainsail set, and "hove to," fishing, with five lines out. The weather was fine and clear, with light winds from the N.E. At 12.30 the steamer was seen some miles distant, and at 1 o'clock she appeared to be steering direct for the smack, apparently to speak with the master. Her

approach was watched until objects became plainly discernible, and no look-out being seen, the crew of the smack hailed the steamer repeatedly without effect, and the steamer ran into her, and cut her down, as before described, After the smacksmen had been taken on board the steamer, every kindness was shown to them, and they were ultimately landed at South Shields on the morning of the 19th of September.

Upon this state of facts, the Court found that the collision was caused by the neglect of the mate of the steamer, Mr. Robert William Bissett, who, although on the bridge with the duties of look-out devolving upon him, became so lulled into fancied security by the fineness of the weather, that his attention to this important duty became wholly withdrawn until too late to avoid the disaster, and for this neglect the Court adjudged that his certificate be suspended for 12 calendar months from this date, 6th October 1875.

The Court, having taken into consideration the number of hours the master of the steamer had been on duty previous to noon of the 18th, and, having regard to the duties devolving upon him which would keep him on the bridge during most of the ensuing night, felt that he was justified in absenting himself from the deck for necessary rest, and acquitted him of all blame.

J. H. Patteson,
Stipendiary Magistrate.

John Steele, Ed. White, } Nautical Assessors.

## "JAMES C. STEVENSON," (S.S.), and "HERZOG ERNST."

The "James C. Stevenson" was a schooner-rigged screw steamer, belonging to South Shields, built by Palmer & Co., at Jarrow-on-Tyne, in 1871, official number 63,009, was commanded by George Grey Bell, who holds a certificate of competency as master (ordinary) dated 1860, and owned by Harry Edwards, Esq., and others, of Shields.

It appears in evidence that she left Gravesend on the 12th September 1875, on a voyage to Bombay viâ the Red Sea, with a general cargo and 21 passengers, officers and crew consisting of 38 all told, 15 of whom were employed in the engine-room.

The weather was fine at starting, wind from the eastward, force 2. This continued throughout the day, and at 3 p.m. the pilot was discharged off Dover; 8 p.m., Beachy Head Light abeam, distant three miles, from which point the departure was taken, and courses steered S. 84 W., wind N.E., fresh breeze; this continued throughout the night. At 6 a.m. the foresail was set, and presumably the topsail and staysail, and as they were on the ship at the moment of collision, although no entry in the log indicates the fact, nor is a look-out mentioned during the passage down channel.

At noon of the 13th the weather still fine but hazy, the lat. by observation placed the vessel in 50° O.N. long. by acct. 3.13 W., running under square sails on the foremast, and steaming 8½ to 9 knots.

About 2 p.m. a vessel was seen to leeward by Thomas Jackson, A.B., who was working at the main-mast-head, but who made no report of it to Mr. Weston, the officer of the watch, the barque being some way off. At 2.20 p.m. Eddystone bearing N.W., 25 miles distant, weather fine, with a slight haze, and wind from the N.E. A vessel was suddenly seen close under the bows, close hauled, standing to the N.W. on the starboard tack, by the boatswain, Gibson, who shouted to Mr. Weston, then in the wheel-house, who at this moment observed the bowsprit of a vessel across his bows, and instantly ordered the helm to be put hard a-starboard, and ran to assist the man at the wheel, but before the helm could have any material effect the steamer struck the barque, which afterwards proved to be the German barque "Herzog Ernst," between the main and mizen rigging, throwing her nearly over on her beam ends. At once the engines were stopped, and on the German crew reaching the forecastle of the steamer, the engines were reversed slowly, thus separating the two ships. Shortly after, *i.e.*, about 2.40 p.m., the sails were taken in, and engines started slowly, and an examination made of the steamer's bows; found the plates between wind and water on the port bow stove in, and opened to the extent of a foot below the water line, collision compartment partially filled. Placed sails instantly over the injury, and shored between decks and the hatchway leading into the forecastle. Sounded the well, and found 9½ inches of water. Donkey working to keep water under.

During the afternoon a large hole was seen by the crew of the steamer in barque's starboard side, and cargo observed washing out; 6.15, started the engines and went ahead slowly for Plymouth; 6.20, observed the German barque suddenly right, and then go down stern first. During the run towards the sound the main pumps kept the fore-hold dry, collision compartment full of water, but sluices closed; 11.20, stopped and received pilot; 12.10, anchored in Plymouth Sound. Pumps kept going through the night. Wind easterly, and fine weather.

September 16th. Proceeded into harbour, having lightened the steamer sufficiently to examine bow plates below the water (*i.e.* some six inches) on both bows. Boiler-makers were employed repairing plates until the 23rd September, when the steamer was ready for sea. She proceeded on that day into Plymouth Sound, and sailed on Sunday for Bombay, leaving master and essential witnesses here, under the care of the Collector of Customs.

The Court having fully inquired into the circumstances attending the collision between the steamer "James C. Stevenson" and the barque "Herzog Ernst," do find that the steamer "James C. Stevenson," proceeding down channel under steam and sail at the rate of 8½ to 9 knots at 2.30 p.m. on the 13th September last, when off the Start, ran into and sunk the said barque "Herzog Ernst," and that the said collision was due to the absence of proper look-out on board the said steamer.

The Court are unanimously of opinion that blame is to be attributed to the master of the said steamer, and to the officers of the watch at the time; to the former in respect to the alleged practice and discipline of the said ship, and to the latter in respect to neglect of keeping proper look-out during the watch.

The Court fully acknowledge the excellent character of both these officers, as certified by those persons with whom and for whom they had up to this time served, and testified their entire appreciation of the excellent arrangements made and the steadiness and care shown to ensure the safety of their own ship and the lives of the passengers and crews of both ships from the moment after the collision, but they consider that in the interests of public safety, and for the security of navigation, they cannot too strongly condemn the acknowledged neglect of efficient look-out, more especially on board steamships.

The Court, therefore, find both these officers in default, and do adjudge that the certificate of the said master, John Grey Bell, be suspended for a period of twelve months, and the certificate of the second officer, Edward Albert Gough Weston, be suspended for a period of six months, both from this date.

The Court also, while fully approving the general conduct of the chief officer, John Rowell, and his coolness and activity in the necessary duties after the collision, feel bound to admonish him as to his future conduct in respect to maintaining at all times proper and efficient look-out.

W. F. Moore, Mayor.
W. Luscombe, J.P.

B. G. W. Nicolas, H. M. Shapcott. } Nautical Assessors.

## "JANE BLACK."

The brig "Jane Black," of which the managing owner is Mr. William Cook, of 2, East India Avenue, London, registered at the Port of Dundee, and the official number of which is 3,914, and her registered tonnage is 205.58, loaded a cargo of coals at Newport, in Wales, to be delivered at the Port of San Pedro D'Alcantara, under the command of George Sutherland, holding a certificate of competency as master, No. 81,723. The vessel appears to have been in good order and well found and manned when she left Newport, on the 28th of November, and proceeded on her voyage until the 13th of December when she stood in towards the Port of Marbella in order to get a pilot for the anchorage of San Pedro. She came to an anchor about a mile from Marbella Pier. The weather at the time being fine, and the wind light from the E. The vessel remained at anchor there a week, during which the wind freshened from time to time with considerable swell, and the captain was advised not to proceed to San Pedro during that time as there was too much sea to anchor with safety at that place. On the 20th of December, about 6.30 in the morning, the ship got under weigh to proceed to San Pedro, the wind being then very light and only occasional catspaws. She proceeded a very short distance along the coast, the anchor being weighed and dropped four times, and the vessel not under proper command, in consequence of the lightness of the wind. The lead was kept going all

the time, having soundings of about nine fathoms until about 2.30 when first seven fathoms were got, almost immediately afterwards three fathoms, and the vessel then struck about a mile from the shore, and ultimately became a wreck.

The Court, having considered the evidence, are of opinion that the brig "Jane Black" was lost in consequence of being got under weigh when there was too little wind to have her in command. That the captain appears to have been attentive to his duty, but erred in judgment in getting the vessel under weigh under the circumstances. The Court, therefore, admonish the said George Sutherland to be more careful in future, and return him his certificate.

J. Luke, J.P.
Thomas H. Cox, J.P.
Henry Knox, Geo. Burnett, } Nautical Assessors.

## "JANE INNES."

The "Jane Innes" was a schooner of 137·90 tons register, official number 8,391, built at Leith 1848, belonging to the Port of Scarborough, Messrs. Smith, Bell, and Bedlington owners, Samuel Smith managing owner. She left the Tyne on the 9th of August instant, having 230 tons 11 cwt. of coals on board, bound to Boulogne. The crew consisted of Captain Tindall Avery, the mate, and three other hands. The captain was uncertificated.

The weather at that time appears to have been fine, wind moderate from N.N.E. The sea from four to five.

The following evidence was taken on behalf of the Board of Trade; viz., Richard Russell, A.B., John Mackings, A.B., John Walker, ordinary seaman, Tindall Avery, the Captain, George Brambles. Lloyd's agent at Bridlington, John Pattison, shipwright of Hartlepool. William Harkess, shipwright of Middlesboro', and John Ramsbottom, Customs officer at Scarborough, and Samuel Smith, managing owner of the "Jane Innes," of Scarborough. The vessel was purchased in 1873, and cost 625*l.*, in addition to 75*l.* for sundry stores, sails, &c. The hull was insured in the Alliance Mutual Assurance Club for 500*l.* and the freight for 100*l.*

On leaving the Tyne she dipped and laboured on the bar a good deal; she had to be pumped out every two hours, with a quarter of an hour's spell. She had to bring up three times between the Tyne and Southwold for one cause or another, chiefly as it was stated on account of the tide. On arriving off Southwold at 6 p.m. the pumps sucked, and the watch was set about half-past 8. The man on watch, finding the water gained on him, called up the crew, and all hands were set on to the pumps, and they continued pumping till 10.30 p.m., when finding the leak gained upon them, the captain ordered the boat to be got out, and the crew left the ship, staying by her till nearly midnight, when she went down head foremost, being then about two miles from land. No signals of distress were shown, nor was any attempt made to beach the vessel. The crew were ultimately landed at Lowestoft, all safe.

We gathered from the evidence that in March last the "Jane Innes," whilst on her passage from Shields to London, coals on board, encountered a severe gale off N.E. coast, and had to be assisted into Bridlington Harbour, much damaged, and paid 25*l.* for salvage services. She was there surveyed by Mr. Brambles, Lloyd's agent, whose report was before us, marked A. Certain temporary repairs were executed there under his directions, and on an additional hand being shipped by his orders, she was allowed to proceed on her voyage to London, with the instruction that she was to be put on a slip or gridiron at the earliest opportunity, and have her bottom examined, and to be carefully surveyed inside and out. The cost of the Bridlington repairs was 85*l.* including the 25*l.* paid for salvage service and survey. On arriving at Hartlepool from London the vessel appears to have been put on the slip, and a survey made on behalf of the Insurance Club by Mr. Day. We have no written report from him, nor was he produced by the owners for examination. The only evidence of any repairs to her on that occasion being a bill from Messrs. Dring and Pattison, the shipwrights, amounting to 11*l.* 3*s.* 11*d.*, which bill did not comprise all repairs suggested by Mr. Brambles as necessary. In the absence of Mr. Day we had no opportunity of testing the value or extent of his survey, or the injury done by the storm in March when off the east coast; nor could we ascertain whether the repairs he ordered were sufficient, nor even, if sufficient, whether they were actually done. It was suggested on the part of the owners that at the time the anchor was let go off Southwold, by reason of there being no range of chain before the windlass more than was required to cat the anchor, she was injured by it in the bow below the water line, thereby causing or increasing the leak from which she filled and went down. From the build of the vessel we consider such to be almost impossible.

We do not find that the master and crew were to blame under the circumstances for leaving the ship when they did. They gave their evidence fairly and openly before us. On the whole we are of opinion that the "Jane Innes" foundered on the 11th August off Southwold, not having had sufficient necessary repairs after the storm of the 9th March to qualify her in being sent to sea with 230 tons of coal on the 9th of August instant.

John W. Woodall, J.P.
W. T. Laye, J.P.
Henry Knox, Walter Abbo } Assessors.

## "JANE YOUNG."

The "Jane Young" was a barque registering 439 tons, belonging to the Port of Ardrossan, her official number was 46,923. The managing owner was Hugh Hogarth. She was built of wood at Granville, N.S., in 1863, had very large repairs in 1874, at which time she was classed in American Lloyd's A 1 for four years. Her crew consisted of 11 persons all told. She was commanded by Neil McDonald, having a certificate of competency, No. 86,472.

She loaded 390 tons of coals, and was then drawing 12½ feet forward, and 13 feet aft. She sailed from Ardrossan on the 4th of April 1876, bound for Quebec. At the time she sailed the vessel appears to have been in very good order, well found, and fairly manned. She carried two good boats, a longboat and a pinnace. After sailing she encountered from time to time bad weather, and a fortnight after leaving lost a man overboard from the main topgallant yard. The weather being bad, and the sea too high to allow of a boat being lowered in order to save him. On the 1st of May the two lower topsails were lost in a gale, but were replaced, the vessel proceeding on her voyage until she was about 100 miles to the east of Newfoundland, when it came on a thick fog, which continued for five days, and up to the 12th of May, on which day she was lost. While the fog lasted no observations could be obtained. The lead was regularly hove every watch, and an excellent look-out appears to have been kept. At about 4.30 a.m. on the 12th of May, while the vessel was on a wind on the port tack under all plain sail, going about 3½ to 4 knots through the water, and heading about N.W., ice and broken water were reported on the lee bow. The vessel was immediately put about, but proving to be under high land, the wind fell away, and although the starboard anchor was let go, it was too late to prevent her drifting on the rocks which turned out to be the island of Miquelon. The two boats which were in good order and condition were got out, the pinnace being smashed to pieces alongside, the crew landing in the longboat. They were afterwards taken to the island of St. Pierre by a French fishing vessel.

The Court, having carefully considered the evidence, are of opinion that the loss of the "Jane Young" is to be attributed to the long continuance of a thick fog, during which no observations could be obtained to verify the vessel's position by dead reckoning. The captain appears to have been throughout attentive to his duty, having superintended personally the heaving of the lead, and having had the state of the weather reported to him. The Court therefore return him his certificate.

The Court consider the captain's conduct was praiseworthy in the circumstances connected with the loss of the "Jane Young." He did everything he could to save the lives of the crew, and he was the last man to leave the ship.

Wm. Mutter, J.P.
Jas. Lambert Bailey, J.P.
Henry Knox, George Burnett, } Nautical Assessors.

## "JANES."

The Court found,—

1. That the official number of the said ship called the "Janes," of which John Lucas was master, was 3,481, and which ship belonged to William Brown Frend, of the Old Road (at the back of the Gibraltar), Chatham, in the county of Kent, and who is a master mariner.

2. That the said ship was a wooden built brigantine of 110$\frac{53}{100}$ tons register, and was built at Sunderland, in the county of Durham, in the year 1841, and was employed in carrying coals coastwise.

3. That the said ship sailed from the river Tyne on the 21st day of August 1875, at 5 o'clock in the morning, with a full cargo of about 170 tons of coal, and was bound for the Port of Rochester, under the command of the master, Mr. John Lucas (who holds no certificate), and with a crew of five hands all told.

4. That the said ship proceeded on her voyage with fine weather, all well, until about 8 o'clock in the evening of the 21st day of August 1875, when she having arrived about 14 miles south of Flamborough Head, struck a floating wreck, or other substance under water, which caused her immediately to leak; the pumps were set to work, but did not succeed in keeping the water under, which continued to gain upon her for 25 hours, and compelled the crew to, at about 9 o'clock p.m. on the 22nd of August, to take to their boat; they remained by the ship for two hours, when she sunk in about 14 fathoms of water. The crew were afterwards picked up by a smack and landed safely at Grimsby.

5. That the cause of the said loss appears by the evidence to have arisen by the ship striking a floating wreck, or other substance under water, and that no blame attaches to the owner, or master, or other person for the disaster.

We beg to state that from the evidence it appeared that the "Janes," although an old vessel, was in an efficient condition for the voyage she was engaged in at the time of the loss.

F. Furrell, J.P.
Francis M. Webb, J.P.
Edward Hight, Nautical Assessor.

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## "JOHN BARING."

The "John Baring" was a wooden vessel, built at Stonington, in the United States, in 1834, and registered at Shields in 1860.

Her register tonnage was 547 tons, she was barque rigged, and was owned by Joseph Robinson, junior, and others, of North Shields.

The vessel sailed from Cardiff with a cargo of coals bound to Port de Grande, Cape de Verde Islands, under the command of Mr. Robert Henry Brooks, who holds a certificate of competency, and had a crew of 13 hands all told. After discharging her cargo of coals she proceeded in ballast to the island of Sal, from whence, after discharging her ballast, she took a cargo of salt in bulk to Rio de Janeiro. Here she discharged her cargo in good condition, and took in ballast and proceeded to Tobasco, in the Gulf of Mexico, where she arrived safely. At Tobasco she embarked about 600 tons of mahogany, stowed chiefly on deck, and at 3 p.m. on the 31st May last weighed anchor and stood to sea on the starboard tack, in charge of a pilot, with a moderate breeze and fine weather, bound to Tobasco to complete her lading, drawing 18 feet aft and 15 feet forward.

Finding a current setting to the westward, supposed to strengthen in the offing, the pilot recommended working inshore. After standing off about an hour the vessel was put about and stood inshore on port tack. The master was at his post, and the pilot took the lead, sounding repeatedly, and giving the depth of water to the master. When about 1½ miles off shore with sounding at four fathoms, wind at the time light, with smooth water, the helm was put hard a-lee, the flying jib hauled down, and the head braces eased to assist the ship in stays. She refused "stays," and falling off before the wind struck lightly aft, and forging inshore soon became bodily aground. This was about 5 p.m. A boat was promptly launched, and the stream anchor with stout tow line run to seaward, to this a purchase was attached, and the fall taken to the steam winch, but it parted before the ship moved. The master, considering that no ropes on board after the tow line had parted were sufficient to heave his ship aflost, and after consulting with his officers and pilot, decided upon landing and proceeding by land to the nearest place where assistance could be procured. Three of his crew were at this time disabled. It was about 7 p.m. when the master, accompanied by the pilot to show him the road through the woods, left the vessel. The distance to be travelled was about 24 miles, and occupied the greater part of the night.

At 10 a.m. the following morning (June 1st), the master and pilot returned to the ship with a boat and six hands, an anchor, and stout hawser. This anchor, with hawsers attached, was run out, and an attempt was made to heave the ship off. The sea, hitherto smooth, now began to rise, causing the ship to bump heavily, and the sea soon made a clean breach over her. About 11.30 a.m. the sternpost started. Previous to this the ship remained tight. She now began to leak fast, and soon filled with water, and commenced to break up.

She was abandoned on the 3rd June.

It appeared from the evidence that there was not a house or resident at the place called Belize, where the 50 tons of cargo last embarked was received, thus the necessity to travel to Frontara for assistance. The vessel appears to have had a slight list to starboard when she started from Belize, but not sufficient to affect her seaworthiness, neither did the Court, having regard to her draught, suppose that being three feet by the stern affected her seaworthiness, and considering that she had stayed under her port helm (which according to the boatswain's evidence, she was slack upon,) previous to standing inshore, the Court did not consider that any want of discretion was shown by trusting her to stay under her starboard helm, when the attempt was made inshore previous to stranding. It was further considered that the fine weather and smooth water experienced from the time of leaving Tobasco, favouring the prospect of getting the ship afloat again, justified the master's not sacrificing any portion of his cargo until he had made the attempt.

The Court, having carefully considered the evidence, was of opinion that the stranding and loss of the barque "John Baring" was not caused by the default of the master, and therefore returned him his certificate.

Joseph Spence, J.P.
Eml. Young, J.P.
John Steele, Jas. F. Prowse, } Nautical Assessors.

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## "JOHN TENNANT," (S.S.)

The "John Tennant" was an iron screw steamship, built at Jarrow-on-Tyne, in the county of Durham, in the year 1873. She had two decks and two masts. Her gross tonnage was 2,260$\frac{80}{100}$, and 1,450$\frac{50}{100}$ register. She was propelled by two inverted direct-acting compound surface-condensing engines of 250 horses' power (combined), and belonged to Mr. Harry Smith Edwards, of High Dock, South Shields, in the county of Durham, shipowner, and others. She was commanded by Mr. Rowland de Steiger, who holds a master's certificate of competency.

This vessel having loaded a general cargo, sailed from Calcutta on May 15th, and from Madras on May 25th, for London, having in addition to her crew 43 passengers. Favourable weather attended the vessel on her homeward passage, and at 3.20 p.m. on the 8th July she passed inside the Berlanges Islet, and by observation the chronometers were ascertained to be correct. At noon on the 9th further observations gave lat. 41° 36′ N., long. 9° 26′ W. At this time the weather was fine, the water smooth, wind from the S.W., and land visible on starboard beam about 32 miles distant. From this position a course N.N.E. ½ E. by standard compass was steered until 5.15 p.m., with the engines at full speed, when they were stopped to hold communication with a passing vessel. At 6.10 p.m. full speed was again resumed, and the same course steered until 10.15 p.m. At this time the third officer, who had charge of the deck (and had previously passed many fishing boats displaying lights), saw upon his starboard beam a light, which he considered to be "a shore" or "beacon light," and altered the course to N. ½ E., and soon afterwards reported this light, and the alteration of the course to the master. The master ordered N. ½ E. to be continued as the course, and returned with his officer to the bridge, but the light was not again seen. The master left the bridge to consult his chart, and the wind having fallen too light for sails to be effective, the third officer ordered them to be taken in. Before this order could be completed, or shortly before 11 p.m., the master returned to the bridge and ordered his officer to hasten "the taking in all sail." The weather at this time is described as "dull and dark."

At 11.30 p.m. the third officer reported to the master, who had only remained a short time on the bridge, that "a bank, very like land was visible ahead." On reaching the bridge the master declared the object pointed out to be "fog." The officer appears to have differed in opinion, and pointed out to the master the unevenness of the summit of the bank, and stood by the telegraph in momentary expectation

of the master's order. At 11.40 p.m. the master gave orders to "ease speed," but the third officer still stood by the telegraph for further orders. At 11.42 p.m. the master gave orders to stop the engines, and immediately after ordered "full speed astern;" the engines were stopped, but before the last order could be carried out the ship had run aground, and the fourth engineer, with the other hands in the engine-room, rushed on deck. The pumps were immediately sounded and three feet reported in the well; at a second dip of the sounding rod six feet was found. On this being reported, the master gave orders to the chief engineer, who had rushed from his bed when the ship grounded, that the engines should not be reversed. The chief engineer then gave orders that the safety valves should be opened, which was done.

At daylight the vessel was found to be stranded on the east side of Cape Finisterre. No lives were lost, and a portion of the cargo and ship's material has been subsequently saved, but the ship herself has been abandoned as a wreck.

The master in his statement has attributed the loss of his vessel to the action of an unknown current setting to the north-eastward, and added that according to his reckoning she should have passed 10 miles wide of Cape Finisterre about 1 a.m. on the 9th July.

The Court, however, guided by the evidence before them, were of opinion that had due regard been given to the courses steered and the log been hove to ascertain the distance run from noon, the master would have found that his ship was in dangerous proximity with Cape Finisterre at 11.30 p.m.

The average speed on the run from Malta to noon on the 9th was eight knots per hour; had the same speed been allowanced from noon until the time the ship stranded, it would have given 79 miles. Cape Finisterre was distant 78 miles from the ship at noon, bearing N. 6° E. true. A N. 5° E. course was steered over 72 miles, and if allowance be made for the ship's tendency to yaw under port helm, as admitted in evidence, and the further porting to pass boats and craft during the evening had received their due consideration, the master would have discovered his position to be eastward of the cape when he hauled out two points at 10.15 p.m. He would thus have been prepared to accept the object pointed out ahead by his third officer at 11.30 p.m. as Cape Finisterre, and without hesitation hauled his ship's head off shore, and taken a cast of soundings.

On the afternoon of the 9th July the sea was smooth and wind fair; and according to the evidence of the chief and fourth engineer, who had been on duty, a good average number of revolutions had been kept up, sufficient in their estimation to compass a speed of eight knots per hour. The ship's log gives the highest speed attained as seven knots; this speed is, however, guessed at from the number of revolutions of the engines timed, watch in hand, by the officer on deck. The discrepancy between the number of revolutions given by this process and that given upon the indicator, and noted by the engineers, is material.

The knowledge on the part of the master that he was running along a well lighted coast in this case, as in many previous cases, probably induced a feeling of security.

This supposed timely warning by lights is, however, in the opinion of the nautical assessors, prolific of much disaster in the vicinity of Cape Finisterre in mild weather and S.W. winds; these winds, when charged with warm moist air from the high lands behind the cape produce fogs, which obscure the lights elevated at 468 feet, while the horizon and objects at a lower altitude remain comparatively clear.

The operation of these laws may not have been known to those on board the "John Tennant," but no excuse can be found for having neglected to ascertain the ship's distance by log.

The Court having carefully considered the evidence in this case, together with the master's statement, were of opinion that had due attention been given to the courses steered on board the "John Tennant" and the log been hove to ascertain the distance run from noon on the 9th July, they would have given timely warning of danger, and caused the master to accept without hesitation the object pointed out ahead at 11.30 p.m. by his third officer, as Cape Finisterre, and by hauling to the N.W. have cleared it.

For neglecting these most ordinary precautions the Court adjudged the master, Mr. Rowland de Steiger, in default, and suspended his certificate for 12 calendar months

The Court desired to express their opinion that the master did everything that prudence could suggest subsequently to the disaster, both for the safety of the passengers and the cargo.

J. H. Patteson,
Stipendiary Magistrate.

John Steele, } Nautical Assessors.
Geo. H. Forster, }

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## "JOSEPH HOWE."

The official number of the said ship "Joseph Howe," of the Port of London, was 57,663, of which William Templeton was the master, whose certificate is numbered 29,441, amd which ship belonged to S. Hill, D. Armstrong, and E. Brown, the transcript of register is herewith sent.

The said ship sailed from Minititlan, in the Gulf of Mexico, on the 14th December 1875, about which date she was towed over the bar laden with mahogany, one log of which was lashed to the deck, and was bound to Cork for orders.

From the evidence it appears that the "Joseph Howe" was brigantine rigged, classed up to last April 1875, she was classed 3 thirds G. 1. 1. French Veritas. On leaving Minititlan there was a crew of eight all told, which was the ship's complement. The ship was reasonably well found, making very little water during the voyage. Some of the crew were ill, the mate and another man having died. On the 27th January the ship encountered what the captain calls a "hurricane," which carried away the foretopsail sheet and foreyard arm. After this the ship made more water than usual. On the pumps being sounded, 15 inches of water were found.

Besides the two men who had died, a third seaman was laid up and debilitated. Indeed, it appeared that, more or less, all hands were debilitated. During the night of 27th January a heavy sea struck the ship, carrying away four of the stanchions, a quantity of the bulwarks, and about 18 feet of the main rail. The captain states there were general strong winds and heavy sea, and that generally it was a rough passage; however this state of things does not appear to be altogether borne out by reference to the ship's log, which appears to have been kept in a rather careless manner. The captain finding that having run his distance looked out for the land, and he states that on the 17th February, he saw the loom of the land between 10 and 12 o'clock a.m., and at 11.30 saw the "Calf" Lighthouse bearing N.W., about three miles. The man at the wheel. Gron, states that he saw the lighthouse about 10 o'clock distant about five miles. The ship's course was altered by the captain to S.E. by S. About 1 o'clock p.m., the wind falling light the ship was found to be making leeway, she was hauled up to S. by E. to compensate for leeway, but in a little time it was found she would not go higher than S.S.E., clean full. Making headway 2½ an hour. From 2 to 3 o'clock p.m. wind continued falling light, weather thick and foggy, the leeway increasing. About 3 o'clock the land was seen looming ahead, and on the lee bow, which was taken to be the Mizen Head, but was uncertain as to whether it was Mizen Head or Three Castle Head. Reaching it as far as appeared to be prudent to examine the land, the ship was then wore round on the other tack. Her head came up to W.N.W. on the port tack, going about 1½. The wind still falling. Fog, rain, and heavy sea still continuing. This would be about 6 o'clock darkening and evening closing in. Between 5 and 6 p.m. the captain says he had a cast of the deep-sea lead, and got about 42 fathoms. This taking a cast of the deep-sea lead has not been noticed by others of the crew, although they did notice several casts of the hand lead. The captain says he ascertained the drift of the vessel and direction of the ship by this cast of the lead. The captain came to the conclusion about 7, that taking all things into account, and if things continued as they were, his ship and the lives of his crew were in danger. The boat was ordered to be cleared away and got out, and while the crew were so engaged, the captain states he had another cast of the lead and got about 35 fathoms. He says he had no assistance in taking either cast. Unhappily through some confusion or mismanagement in lowering of the boat she got swamped, and two lives, that of Christian and Nichols who were in the boat were lost, and the two others who were in the boat were saved with difficulty,—mainly by the exertions of the captain. A breeze did spring up shortly after, about S.W. or S.W. by S. It was a steady increasing breeze. Between 9 and 10 o'clock land was made out on the lee bow, distant about half a mile, the captain calculated that she would not weather the point of land ahead. She

closed a little more with the land, the ship was wore round when she came to on the starboard tack; she was close to the rocks. The sea breaking very heavily on the rocks, it had the effect of casting the ship to leeward. She was hauled close, heading S.S.E. A point of land was observed ahead, which she would not weather, and she then passed into the creek, where she struck and was lost. She eventually became a total wreck. There were neither rockets, blue lights, or guns, aboard for making signals. A signal was made by burning rope yarn steeped in tar. About day-break the crew were got to land by the assistance of two farmers named Harrington and Shanahan at considerable risk. There conduct deserves commendation.

Here I would observe that it does not appear that any of the coastguard men came on the scene for several hours after the vessel was on shore.

The captain in his evidence states that since his disaster he has heard that the ship was partly insured.

*Judgment.*

After giving due consideration to the evidence concerning the loss of this ship, the "Joseph Howe," on the night of the 17th of February 1876, on Bear Island, the Court find:—

That the master showed great want of energy in not getting either the foreyard repaired by fishing it with the spars he had on board, or in making use of his lower foretopsail yard as a foreyard, after the gale of the 27th January, which had he done he would have been able to carry the foresail and lower topsail, with the topgallant sail over as an upper topsail.

That the vessel was lost through a mistake in the masters's reckoning, through which he found himself off the Calf Rock Lighthouse, instead of Cape Clear, which place he intended to make. And that when he had ascertained his position with certainty that morning, knowing he was short handed, and his crew debilitated from sickness; that he could not carry sufficient sail on his vessel to work her off the land, on account of the loss of his foreyard, and seeing she was making leeway dead on the land; that he was guilty of a grave error in judgment in not running into Berehaven, where he could have procured assistance while he had daylight and a fair wind.

With regard to the two men Christian and Nichols who were unfortunately drowned by the swamping of the boat, the Court cannot attribute any blame to the master, although there was some confusion or mistake of orders in getting the boat out.

The Court therefore adjudge that the certificate of the master, William Templeton, be suspended for six months from this date, and recommend that the Board be pleased to grant him a mate's certificate for that period.

J. S. Macleod,
Stipendiary Magistrate.

Henry D. Burney, R.N., J.P., } Nautical Assessors.
Thos. Beasley, }

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## "JULIA."

The brig the "Julia," built at Guernsey in the year 1840, registered tonnage 210$\frac{19}{100}$, owner John Henry Guilbert, of Guernsey, shipowner, official number 5,285, port of registry, Guernsey, No. $\frac{19}{1855}$, sailed from Guernsey with a cargo of stone, 370 tons of broken granite, on the 23rd of October last; the crew being nine all told; neither the master or the mate holding any certificate. From stress of weather, they put into Cherbourg Roads, and remained there from the 24th to 25th, and then they sailed for London.

On passing the Girdler Light the course shaped W. by N. ½ N., then N., for the Shivering Sand Buoy, which was not seen, owing to darkness, but the bell from which was heard.

The course was then shaped N.W. for the Mouse, and shortly after W. ½ S. when, at 3.30 a.m. the vessel struck on the inside of the Middle Buoy of the Oaze Sand, the Mouse Light at the time bearing N. and by W.

On sounding the well there was 20 inches of water in the ship, which increased but little through pumping.

At 6 a.m., the tide flowing, and the weather moderating, the vessel was got off, and arrived at Gravesend at noon, where she was put on the gridiron for two days, defects made good, when she proceeded to London.

The Court, after hearing the evidence in the case, are unanimous in their opinion that this casualty arose solely from an error in judging the distance of the vessel from the Mouse Light, and that after the event the conduct of the master in managing his vessel was all that could be desired. We therefore exonerate him from all blame.

Given under our hands this 11th day of November 1875, at the Town Hall in the said borough.

William Lake, Mayor.
Jonathan Elkin, J.P.

Henry Knox, Charles E. Pryce, } Nautical Assessors.

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## "JUSTITIA," (S.S.)

The "Justitia," an iron screw steamship, was built at Stockton-on-Tees, in the county of York, in the year 1871. She had one deck, three masts, was schooner rigged, of 831 tons gross, and 534 tons register, and belongs to the London Steamship Company, Limited, of 50, Coal Exchange, in the city of London.

This vessel left Cardiff on the 1st of August last, on a voyage to Malta, laden with a cargo of 900 tons of coals. She was commanded by Mr. Edward Good, who holds a certificate of service, and manned by a crew of 22 hands all told. At 9.45 p.m. of the 9th of August the light on Cape Bougaroni was sighted, distant about 20 miles. At 10 p.m. the bearings of that light were taken; it then bore S.S.E. At 11 p.m. bearings of that light were again taken, when it bore south. An E. ½ S. course was then shaped, which the master calculated would take the vessel at a safe distance north of Galita Island.

On the following morning, the 10th, it was the chief mate's watch from 8 till 12. The weather was fine, and the sea perfectly smooth, but a haze, not unusual in such weather, was hanging over the land. A distance of some miles could be seen all around, but no land was visible. A good look-out was kept for the island of Galita, which was expected to be made on the starboard bow. A steamer was observed on their port hand, about two or three miles distant, and remained in company with them the greater part of the morning. At 11.30 a.m., the vessel steaming at full speed, about eight knots an hour, suddenly struck on what subsequently proved to be the Sorelle Rocks, the water upon them at the time being without a ripple. The engines were stopped, but not reversed, lest the vessel should come off into deep water. The boats were lowered, and the master sounded round the vessel, and found six feet of water under the stem, seven fathoms amidships, and nine fathoms at the stern. The forehold was found to be full of water, on a level with the outside; and attempts were made to lighten her, by throwing cargo overboard from the main hold. A strong current was observed setting to the S.S.E., and running with a force of two to three knots an hour.

At 2 p.m. the haze cleared, and the island of Galita was sighted, bearing E. ½ N. At 8 p.m. the steamship "Ceres," which was passing to the southward, bore down to their assistance, in answer to signals of distress, and the crew of the "Ceres" assisted to lighten the vessel. Subsequently the master of the "Justitia" proceeded in the "Ceres" to Bona, and there engaged labourers. The "Ceres" returned to the "Justitia," arriving on the morning of the 12th; she was further lightened; and at 4 p.m. of that day the "Ceres" successfully towed her off.

The "Justitia" under her own steam proceeded to Bona, where it was discovered that her forward bulkhead was seriously damaged. This was strengthened, and other repairs executed. She then proceeded to Malta, where she arrived on the 19th of August. It was there discovered that the sluice of the forward bulkhead had been knocked out of its socket, evidently by the force of the shock. After undergoing further repairs, she proceeded to London.

The Court, upon a careful consideration of the evidence, did not attribute the stranding of the vessel to any default on the part of her master, Captain Good. The course steered from the departure taken, from 15 to 20 miles off Cape Bougaroni, would have carried her, if made good, from 15 to 20 miles to the northward of the Sorelle Rocks. The Court could only account for the stranding either through the course given not having been accurately steered, or through a strong "set" to the southward.

They were disposed to take the latter view, as it had been proved that during the time the vessel was on the reef, there was a strong "set" in that direction.

The Court was quite satisfied as to the vessel's condition, both in hull and equipments. The collision bulkhead, together with the additional bulkhead abaft the foremost, were proved to have been water-tight, the water having found its way into the forehold in consequence of the

sluice having been carried away, and the vessel being bilged between the two foremost bulkheads.

The Court also desired to express their entire satisfaction with the conduct of Captain Good subsequently to the stranding. They therefore returned to him his certificate.

J. H. Patteson,
Stipendiary Magistrate.

Henry Knox, } Assessors.
W. H. Turner, }

## "KEPIER," (S.S.)

The "Kepier," official number 62,549, is a screw steamer, built of iron at Deptford, in the county of Durham, in the year 1869, her gross tonnage being 703 tons, net tonnage 518, nominal power 90 horse. She was owned by Henry Thomas Morton, of Durham, and John Straker, of Northumberland, and was registered at the Port of Sunderland. This vessel, having laden at Sunderland 870 tons of coal, sailed over the bar of the River Wear at 1.50 a.m. on the 13th October last, bound for Antwerp, her draught of water being 15 feet 6 inches forward, and 16 feet 1 inch aft. She had a crew of 17 hands, including Carl Mohrke, her master, with a certificate of competency, No. 26,715. On leaving the Wear the weather was somewhat hazy, and the vessel steered a course S.E. until 2.15 a.m., when the weather was described as dark but clear, wind very light from the eastward, vessel going full speed, at about 8 to 8½ knots. From this point a course was steered S.S.E., and at 2.30 a.m. the master gave the ship in charge to the mate, and ordered him to call him at 4 a.m., or if the weather became thick. The master then went below, and the vessel proceeded in charge of the mate. Between 2.30 and 4 a.m. the vessel deviated from her course, and went a little off the land to make way for sailing vessels. During this watch no lights except sailing vessels were seen. At 4 a.m. the mate called the master, and informed him that the weather was clear enough to enable them to navigate clear of shipping. The master, however, did not come on deck, and the mate handed over charge of the vessel to the boatswain, giving him orders to call the master if it became thick, whereupon the mate went below, and the boatswain remained in charge.

The boatswain states that at this time it was very hazy, and the course was steered S. and by E. ½ E. At 5.30 a.m., a man on the forecastle saw the top of the land over the fog. This land was about six points on the starboard quarter. He did not report this to the officer of the watch, and the vessel continued on at full speed. At 6.10 a.m. the boatswain saw the hills above the fog. Having about three or four points on the starboard bow, he altered the course to S.S.E. In 10 minutes the vessel ran into the fog, which was laying on the land, whereupon the boatswain reduced the speed to about three knots, and ordered a seaman to call the master. Before this order could be carried out the vessel at 6.20 a.m. struck on the Whitby Rocks. After striking, the engines continued working ahead for two or three minutes, when they were reversed full speed. As soon as the vessel struck the master and mate came on deck, when the former ordered the engines to be stopped as the tide was falling. An anchor and warp was laid out astern, assistance was procured from the shore, and 150 tons of coal thrown overboard; and at 2.30 p.m. she, with the aid of a tug, was got into deep water, and was subsequently taken into Hartlepool, where she is now undergoing repairs. No lives were lost.

*Judgment.*

The Court, having carefully considered the evidence in this case, are unanimously of opinion that the steamship "Kepier" was stranded from the neglect of her master in being absent from the deck in thick and foggy weather, and at such a time leaving her in charge of the boatswain: for, had the master been on deck at 5.30 a.m., some 50 minutes before the vessel stranded, he would have had time to have hauled her off the land, and to have hove the lead.

For these several neglects the Court find Carl Mohrke in default, and order that his certificate of competency, No. 26,715, be suspended for three calendar months from this date.

Eben. Sep. Jobson, J.P.
Geo. Pyman, J.P.

Geo. H. Forster, } Nautical Assessors.
Willm. Curling, }

## "LADY GRAY."

The "Lady Gray," official number 25,340, was a snow, built of wood at Banff, in 1854, of 116 tons register, and owned by Andrew Sherer, of Aberdeen. She was not classed, and was uninsured. She sailed from Aberdeen on the 7th August 1875, in ballast, bound for Sunderland, having a crew of six hands, including George Berry, the master, who holds no certificate. She appears to have been in good order, having recently undergone repairs, with new masts and rigging. On leaving Aberdeen the weather was fine, the wind being moderate at E.N.E., with a slight haze on the horizon, and the course was shaped along the coast to S.S.E. At about 4 p.m. on the 8th of August the vessel was off the Farn Islands, distant about four miles. The haze at this time thickened to a fog. The course was then altered to S.S.W. until 8 p.m., when it was again altered to S.W. by S., on which course the vessel was steered till 9.40 p.m., the speed of the vessel being about five knots per hour. At 9.40 p.m. the fog horn at Souters Point was plainly heard, but no light was seen. The master was called by the mate who had charge of the watch, he went on deck, altered the course to S.S.W., and again went below. It does not appear that any soundings were taken after 8 p.m. About 11 p.m. the vessel was hailed from a boat, and told that she was in danger; an attempt was made to stay the vessel, which failed, and the anchors were let go. These held for a short time, when the vessel grounded on the rocks close to Souters Point, and became a wreck. Torch lights were shown by the vessel, but were not seen from the shore. The boat was launched, the crew remaining in her until daylight, when they landed at Souter's Point. No lives were lost.

*Judgment.*

The Court having carefully considered the evidence adduced, as well as the statement of the master, George Berry, find that the vessel was lost through the careless navigation of the said master in not remaining on deck and taking soundings when, and after, the fog horn was heard on Souter's Point at 9.40 p.m. The master in extenuation states that the mate had been drinking and was not in a fit state to have charge of the vessel. This (if it was so, and the evidence partly bears out the statement,) only made it more imperative that he should have remained on deck.

The Court therefore find the master in default, and had he held a certificate would have suspended the same.

J. Cadenhead, J.P.
Dav. McHardy, J.P.

C. Y. Ward, } Nautical Assessors.
C. S. Broome, }

## "LADY LOUISA."

The "Lady Louisa" was a sailing ship, built of wood at Quebec, in 1851. She was barque rigged, and her registered tonnage was 889·45 tons. She was registered at Cardiff, and was owned by Messrs. John Rowlands, and others, of Cardiff.

Before starting on her last voyage the "Lady Louisa" was for some weeks in dry dock in Cardiff, and was thoroughly overhauled and repaired at a cost of some 2,500*l*. She left Cardiff on the 29th October 1875 with a cargo of dry goods and 1,220 tons of coal, and a crew of 21 hands all told, bound for the Cape de Verd Islands, and commanded by Mr. Thomas James, who held a master's certificate of competency. Until the 9th of November she seems to have met with contrary winds and heavy weather. In the afternoon of that day, when in the Bay of Biscay, and as it was supposed by dead reckoning in latitude 45·30 N., longitude 7·40 W., the weather being still bad, her lower maintopsail was blown away. At 11 p.m. her maintopgallant mast broke, and remained for some time swinging about; five or six hands went aloft to remove it, but did not succeed, owing to the heavy rolling of the ship. On the following day, about 1.30 a.m., her mainmast, which was of iron, went over, carrying with it the mizen topmast, foretopgallant mast, and yards.

The mainmast broke off about a foot below the deck, and in a second place on striking the rail. Its fall caused a large hole in the deck. The ship was put before the wind under foresail and storm mizen, the hole in the deck was stopped, and the wreck cleared away. She shipped heavy seas, and her pumps were broken or damaged.

On the 11th, Thursday, the foretopmast was carried away, her galley, two boats, and port bulwarks, and everything moveable on deck were swept away. About 7 p.m. an unknown light was seen, the lead was used, and a depth of 62 fathoms given. At that time the ship was heading N.N.W., the wind being from the S.E.; she was kept due W. until the wind went again to S.W., and then she was kept by the wind.

At daylight on the 13th, Saturday, land was sighted 9 or 10 miles distant on the lee beam, and a mile or two nearer rocks; the ship drifted towards the rocks, more cables were got up and ranged, and two anchors were got ready. From 12 to 1 p.m. the anchors were let go, the vessel being then about three-quarters of a mile from the rocks. The ship was brought to for a short time, when the first chain broke; she continued to drift, and soon struck the rocks, and eventually became fast. The lifeboat came off about half-past 1 and rescued the crew, the master being the last to leave. The crew were not able to save their effects, and the ship's log, the master's and mate's certificates were also lost. The sea at the time of the crew leaving the ship was breaking right over her, and during the evening she went to pieces.

The Court is of opinion that the "Lady Louisa" was lost, owing first to the mainmast being carried away by the excessive rolling of the ship on the 9th November, and through the lower rigging being too slack in consequence of not having been efficiently secured before leaving the Cardiff Dock, and second by the stranding of the vessel on the Ile de Sein. After sighting the land, everything appears to have been done which was possible in her then disabled state to save the ship. Her position, so much out of the course to clear Ushant, was, in a great measure, owing to the master's ignorance of the ship's position from the 8th to the 12th of November. The Court, however, is of opinion that although the state of the weather prevented his obtaining observations, the dead reckoning was not kept with proper care and attention, and therefore adjudges the master to be in default, and reprimands him accordingly, and orders him to pay the sum of 10*l.* as a part of the costs of this investigation.

R. O. Jones,
Stipendiary Magistrate.
C. S. Broome, } Nautical Assessors.
Wm. Parfitt, }

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## "LEADER."

The "Leader" is a wooden sailing schooner belonging to Liverpool, official number 37,384, built at Guysboro', Nova Scotia, in 1856. Her registered tonnage is 112.08 tons, and she is owned by Septimus Howell and others, of Bagilt, in the county of Flint. The vessel was not insured, and under the conditions of the master's service he had a strong pecuniary interest in her safety and the success of the voyage. She left Llanelly on the 15th July last with a crew of five hands all told, including the master, Lewis Williams, who holds no certificate, and a cargo of about 180 tons of culm, bound to Limerick, and that same evening put into Milford Haven, owing to stress of weather. On the 16th July, about 10 a.m., the weather having somewhat moderated, she left Milford and proceeded on her voyage. At 2 p.m. the Smalls were passed distant about three miles. The vessel at this time was under all plain sail except flying jib and gaff topsail, the wind N.E. by E., a fresh breeze, with a confused cross sea, course N.W. by W. ½ W., the vessel labouring much. Somewhere about 4.30 p.m., the master being then at the helm, a sharp gust of wind carried away the starboard foretopmast and topgallant back stays, and the foremast head immediately gave way close above the eyes of the lower rigging. The wreck fell inboard, but before they could secure the foretopmast it badly stove in their only boat, and the forerigging having settled down on the slings of the foreyard rendered it most difficult to get aloft to secure the foremast, which proved to be very rotten. About the same time the main stays seem to have parted, thus crippling the mainmast. When in this helpless state the barque "Christabel" hove in sight, and in answer to their signal of distress bore down, and about 6 p.m. took the master and crew of the "Leader" off and brought them to Liverpool. No lives were lost.

The Court, after carefully weighing the evidence in this case, and giving the master's statement the consideration it deserves, are unanimous in their opinion that the abandonment of the "Leader" was not premature, as it is clear from the evidence that the foremast was rotten, the mainmast in a dangerous and unseaworthy state, and the whole of the rigging, both standing and running, in an unsound and defective condition. The Court therefore think that, under the circumstances, the master acted judiciously, more particularly as the only boat he had was badly stove. In conclusion, the Court beg respectfully to draw the attention of the Board of Trade to the fact that the owner must have known the defective and unseaworthy condition of this vessel, which was not even fit to cope with summer weather with a cargo of coals on board, as it is proved in the evidence of the crew and the surveyor of the Board of Trade at Queenstown that the foremast was perfectly rotten, and that its defects could have been obvious to any competent person who had examined it during the last three years. And it is also sworn by the men that the mainmast was in a defective condition; and the master stated that he had drawn the attention of the owner to it.

H. Mansfield
Deputy Stipendiary Magistrate.
Chas. E. Pryce, } Nautical Assessors.
Ed. White, }

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## "LILY."

The "Lily" is a dandy-rigged trow of 32 and $\frac{351}{3500}$ registered tonnage, belonging to Bristol, built at Stourport in the county of Worcester in the year 1835.

Her official number is 4,014. She usually trades between Bristol and ports in the Bristol Channel to the eastward of the Holmes. She is now owned by William Morgan Gibson of Bristol, who deposed that from alterations and repairs her present tonnage by recent measurement would be about 64 tons, and that she can carry safely 110 tons of coal.

Her crew consisted of George Wright as master (not holding any certificate of competency or service), and three men, one of whom Jasper Evans, held a certificate of service as master, and who for this voyage took charge of the vessel westward of the Holmes, as the master George Wright stated he only considered himself able to navigate her eastward of those islands.

About the 14th of September 1875 this trow arrived from Gloucester at Killorglin on the west coast of Ireland with a cargo consisting of 91 tons of fine salt, which she discharged in good condition. On the evening of Saturday the 18th she took in 14 tons of sand as ballast.

It was placed abaft the mainmast, being thrown on to the ceiling of the hold without any dunnage.

On Monday the 20th September she sailed from Killorglin for Cork with the wind right ahead of her until 8 p.m. on the following Friday the 24th September.

The wind then veered to the south, and remained in that quarter and westerly till the following Sunday evening.

The Ballycotton Light was sighted on Saturday the 25th at about 2.30 a.m., and her course was then altered for the Bristol Channel, the master and Jasper Evans erroneously considering that the vessel could not then fetch Cork. The vessel leaked a little on the voyage, and the fore pump was worked, but on Saturday night it was found to be choked with sand.

Lundy Island was sighted about midday on Sunday the 26th, it was bearing south-east; a mainsail breeze was then blowing from the south.

At that time there was not much water in her, she was not in good trim but manageable. She was said to be about two feet down by the head, as the sand had been forced forward in consequence of its getting wet. She commenced to get in this condition on Friday evening, but it did not in the captain's judgment become serious until Sunday evening.

In the evening of Sunday, while abreast of Ilfracombe, when about half a mile from the shore, the wind changed to the north-west, and it blew heavily and was squally.

The box of the pump had been drawn and cleared out and replaced several times, but was on each occasion speedily choked again. The after pump was not used, there being no water aft.

No proper effort was made on the Saturday to trim the ballast or clear the sand from the foot of the fore pump.

The vessel was not shown to be making much water, and at no time had she more than six inches of water amidships.

The vessel had her mainsail, staysail, and jib set.

At 9 p.m. on Sunday the 26th the jibstay parted and the strop of the jib halyard block gave way, causing the head

of the jib to fall overboard, but otherwise the sails were in good order.

The master and crew then considered the vessel was unmanageable, and after letting go the best bower anchor with 25 fathoms of chain to check her from driving ashore, they abandoned her, and landed in her only boat at Mine-head about half-past four a.m.

There was only one chain on board, but there were two large hawsers together of 100 fathoms in length. The helm was lashed hard a-starboard, and the wind blowing from the north-west when the vessel was abandoned.

The "Lily" was next seen about half-past six o'clock on the morning of the 27th September by the master of the tug "Advance," about mid-channel between Porlock Bay and the Nash Light, a little nearer the English than the Welsh Coast, about five miles from land, lying in the trough of the sea, part of her jib was over in the water hanging to the bowsprit end by the tack.

The mainsail was lowered, and the gaff and mainboom swayed as she rolled; the main sheet was not hauled taut. The wind was blowing from the west. A chain was hanging overboard without an anchor; the end of the chain appeared to have rubbed the bottom.

A second bower anchor and kedge were aft, they having been taken there from forward to trim the vessel.

The mate of the tug and one man (a fireman) boarded her, hoisted her foresail, and she was off before the wind directly. There was then from six to eight inches of water forward, which just washed over the kelson; no water was aft, and it did not increase more than a dozen buckets between 7 a.m. and 7 p.m. The tug took her into Penarth Roads, and afterwards she was brought into the canal at Cardiff.

The owner has since then, without having any occasion to do repairs, brought her into Bristol with a cargo of 110 tons of coal, and we consider the vessel in a seaworthy condition for the home coasting trade.

*Judgment.*

We consider the "Lily" was seaworthy and well found if employed only in the coasting trade to the eastward of the Holmes, but a second chain should have been provided in addition to the two hemp hawsers on board before she proceeded to Ireland.

We consider George Wright the master highly to blame for not making any proper effort to clear the sand ballast from the forward pump, and for abandoning the vessel in a panic while she was still manageable, and not making water to an extent sufficient to alarm a good seaman. We therefore find the master George Wright in default, and as he holds no certificate we cannot suspend it, which we should otherwise have done, We however order him to pay 5*l.* towards the costs and expenses of this investigation.

G. Miller, J.P.
Henry J. Mills, J.P.
B. G. W. Nicolas, Thos. Brooks, } Nautical Assessors.

## "LINTHORPE," (S.S.)

The steamship "Linthorpe" was a fore-and-aft rigged screw steamer, 362.60 tons register, 85 horse power, built of iron at Middlesborough, in the county of York, in 1870, and was owned by Mr. John Chapman, of Sunderland, and others. She sailed from Setubal or St. Ubes, bound for London, on the morning of the 25th day of February, with a cargo of mineral ore laden at Huelva, and cork wood, laden at Setubal or St. Ubes, under the command of Mr. William Richard Read, who held a certificate of competency, No. 82,443, and had a crew of 17 hands all told. This vessel passed the Beiling's Light shortly after midnight of the same day (February 25th), and at 2h. 30m. a.m. of the morning of the 26th day of February, a departure was taken from Cape Carvoeiro, and the vessel proceeded under steam on a N. by E. ½ E. and N.N.E. course, magnetic. At noon on this day observation of the sun was taken, the latitude ascertained, and the ship's position fixed; the log (patent) was at this time reset, there was no chronometer on board, and the vessel was navigated by dead reckoning, nothing noteworthy occurred until during the middle watch of the morning of the 27th day of February, when about 2.30 a.m. the chief mate, Mr. John Wilson, who was the officer in charge of the deck, observed a light on the starboard beam, bearing about east by south, and supposed to be 8 or 10 miles distant, at this time the master was on the bridge. and he requested the chief mate to time the revolution of the light, this was done, and it appeared to be bright for a space of 30 seconds, and then obscured for a time; at this time the course was N.N.E., the weather dark and cloudy, but moderately clear on the horizon; after watching the light for a few minutes, the master gave orders to hand in the patent log, to ascertain the distance run, altered the course to north, went below to look at his chart, and on receiving a report of the distance on the patent log, told the chief mate that it could not be Cape Finisterre Light, as the distance on the patent log was not sufficient. About 3h. 10m. a.m. the ship struck heavily, the master immediately ordered the helm hard a-starboard, which was done, and her head turned round to south-west, when she again struck heavily, and commenced to leak rapidly; the boats were got ready, and the port lifeboat lowered down, when it broke adrift from the ship with part of the crew on board. The pinnace was then launched, and eight men were in this boat when a sea swept over the ship and swamped it, and five of the men were drowned, the other three were saved; the starboard boat was then launched safely, the master, chief mate, and remainder of the crew got into it, and they remained near the vessel about three quarters of an hour, when she foundered; the two boats with the crew (who were saved) landed at the village of Corrubedo the same morning, about two hours and a half after daylight, having lost all their clothes and effects; all the ship's papers and books, with master's certificate, were lost with the vessel.

The vessel's pumps were set on shortly after she struck, and kept going, but they could not overcome the rush of water and she filled rapidly.

The navigation of this vessel appeared to rest entirely with the master, who did not consult with his officers on this point, no other observations of celestial objects were taken, except meridian altitude of the sun; it was stated that the compasses had been adjusted at sea, between the rivers Tyne and Wear, as the vessel was commencing this voyage. The distance run from noon, when the latitude was ascertained, did not place the vessel within range of Cape Finisterre Light.

It is not difficult to account for the loss of this vessel. The revolving light which was sighted in the middle watch on the morning of the 27th day of February was mistaken for the Cape Finisterre Light; it was unjustifiable conduct of the master to be navigating so near the land with a general chart of the coasts of Spain and Portugal for his guidance.

*Judgment.*

The Court having considered the evidence adduced in this inquiry, with the statement of the master, is of opinion that the loss of the steamship "Linthorpe," on the morning of the 27th day of February 1876, off the north-west coast of Spain, by striking and subsequently foundering, is to be attributed to and was caused by the culpable neglect of William Richard Read, the master, finds him in default, and adjudges that his certificate of competency, No. 82,443, be suspended for a period of 12 calendar months from this date.

The Court, taking into consideration the previous good character of the aforesaid William Richard Read, recommends that a chief mate's certificate of competency be granted to him during the period of suspension.

Francis Ritson, J.P.
T. T. Pyle, J.P.
Edward Hight, G. Trefusis Holt, } Nautical Assessors.

## "LIZZIE," (S.S.)

The "Lizzie" was a three-masted screw steamer, built of iron at Birkenhead in 1857. She was schooner rigged, and registered at Douglas, Isle of Man, in 1874, of 322 gross and 264 register tons. She was propelled by one direct-acting engine of 50 horse power; had also a passenger licence from the Board of Trade, granted in June last, and was employed in the coasting trade. Her owners were the Laxey Steamship Company, of Douglas, Isle of Man, and she was mortgaged to Dumbello Banking Company of that place for 3,000*l.*

The "Lizzie" having taken in a cargo of about 340 tons of coals at Swansea, sailed from that port on the 16th of October last, bound to Belfast, her draught of water being 9 feet 8 inches aft, and 8 feet forward. Her crew consisted of 10 hands all told, and she was commanded by Mr. J. C. Chevalier, who holds a certificate of competency, dated 19th September 1857. She experienced rough weather after starting, and in consequence put into Caldy Island. On

the 17th, towards noon, the weather moderated, and she again proceeded on her voyage with the wind from S.E. and moderate weather. On the 18th she passed Holyhead at 8.30 a.m., with an increasing wind and hazy weather, steering N.N.E. under full sail and steam. The wind and sea continued to increase, and the vessel began to labour, and she shipped large quantities of water on deck. At 3 p.m. the Irish Coast was made, bearing N.N.W. at an estimated distance of about seven miles, and the vessel was hauled up to N.E. At this time it is stated that the ship was drifting fast to leeward, and the sails were consequently taken in, and the vessel's head was hauled more to the eastward. At 4 p.m. St. John's Point was made out, bearing W.N.W., distant about five miles. The master consulted with the mate, and determined to seek shelter under the lee of St. John's Point, and the vessel was accordingly kept away for it. The anchors were prepared for letting go, and she had rounded the point when orders were given to stop the engines, and then go astern. There appears to have been some delay in reversing the engines, and as the ship forged ahead she struck the ground, but went off again immediately. The best bower anchor was let go with 45 fathoms, and soon after the second anchor with 25 fathoms, bringing the ship up in two and a half fathoms under her stern, and rocks close to on her port quarter and bow, the wind increasing to a gale from S.E. On examination it was found that a hole had been knocked in the ballast tank, and it had filled. At 6.15 p.m. the crew came aft, and said it was not prudent to remain in the ship, as she was in great danger if the wind shifted during the night; and the master, after consulting with the mate, was of that opinion, and at 6.35 they all landed in the ship's lifeboat. On the 19th the gale continued. The mate and some hands went again to the vessel in a shore boat, and subsequently the ship's lifeboat was sent off and brought them on shore again, where they remained for a second night. On the 20th the gale somewhat moderated, and steam was got up, but it was not thought advisable to lift the anchor. The captain was only on board for a few minutes during that day, and it was said that he remained on shore to communicate with his owners and to get assistance. At 9 a.m. on the 21st the wind suddenly shifted to the S.W. in a violent squall, and the ship swung on the rocks, and commenced to strike heavily and quickly, made water, flooding the engine-room and the after part of the ship. At 10.30 the water was over the stoke-hole plates, and the sea was making a clean breach over her. After slipping the chains and hoisting the jibs, to endeavour to force her on to the beach, if possible, they took to the ship's lifeboat, which was lying alongside and landed, the ship becoming a wreck. No lives were lost.

The Court was of opinion, after a mature consideration of the evidence in the case, that the master of this vessel could not be said to be guilty of any default or wrongful act. Under the circumstances in which he found himself at 4 p.m. on the 18th of October, he may have imagined that his best chance of safety was to seek shelter in Dundrum Bay, though, as his sailing directions informed him, a dangerous anchorage ground; but in the course he pursued he acted in concurrence with his officers, and, as they all thought, for the best.

The Court wat at first disposed to think that the master was unduly absent from his ship after she anchored in Dundrum Bay, and especially regretted that he was not on board on the night of the 20th and morning of the 21st October, when, having got up steam, he might possibly have improved his position. But this is a matter of conjecture, and even of doubt, and the master in his statement gave a reason for his absence which the Court accepted as satisfactory.

The Court returned to Mr. Chevalier his certificate.

T. S. Raffles,
Stipendiary Magistrate.

Edward Hight, } Nautical Assessors.
R. Ashmore Powell, }

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## "LOCH LAGGAN" and S. Tug "GUIDING STAR."

The "Loch Laggan" is a sailing ship, built of iron at Whiteinch, in the county of Lanark, in 1872, official number 63,874. She has three masts and two decks, registered tonnage 1,435 $\frac{82}{100}$, and belongs to Messrs. Aitken, and others, of Glasgow. She was commanded by David Bruce Inglis, who holds a certificate of competency, No. 14,001, and had a crew of 36 all told.

The "Guiding Star" is a tug steamer, built of iron at South Shields in 1866, official number 55,078, registered tonnage 134·03, propelled by two engines of 120 horse-power combined, and owned by Messrs. Strong and Company, of Birkenhead. She was commanded by Mr. Robert Newton, who holds no certificate, and had a crew of 10 hands all told.

The "Loch Laggan" left the Coburg Dock, Liverpool, in charge of a duly qualified pilot on the 6th July last at 1.30 p.m., bound for Melbourne, with a general cargo and 31 passengers, in tow of the "Guiding Star," an arrangement having been made for the latter vessel to tow her abreast of the Tuskar Rock. Between 4 and 5 p.m. the same day they arrived off the Bell Buoy where the pilot was discharged and the vessel then proceeded under the charge of the master. At 11 p.m. there was a light northerly breeze with hazy weather, the ship then being abreast of the South Stack Light, distant about two miles, from whence a departure was taken, and a course S.W. by W. set to pass outside the Tuskar Rock. During the night the weather continued the same, and the upper and lower topsails were set, but nothing of importance occurred until 8 a.m., when it set in very thick, so much so that it is stated in evidence that they could not distinguish the tug ahead, and that the "Loch Laggan" was frequently invisible to those on board the "Guiding Star."

It appears that a look-out man was placed on the forecastle, but the vessels still continued at the same rate of speed (seven knots), and it has been stated that an attempt was made to obtain soundings, but the speed of the vessel was not slackened for that purpose, consequently soundings were not obtained. At 12.30 a bell was heard tolling at some distance, the sound apparently coming from the port side The order was then given to starboard the helm, which order was promptly obeyed, and immediately voices were heard from the direction of the bell calling out to them to port hard, but both vessels immediately struck, the tide then being about two thirds ebb. Shortly afterwards the fog lifted and the Tuskar Lighthouse was observed bearing about E. by S. distant half a mile. A boat was lowered and soundings taken round the vessel. They also communicated with the lighthouse keepers, but as there appeared to be no immediate danger, the sea being smooth, the passengers remained on board. At about 4.30 p.m. the flood tide having made, sail was set, and the "Loch Laggan" floated. It was then found that the ship was making water. The pumps were at once manned and all hands, passengers included, set to work them. The water, however, gained upon them and a course was shaped for Waterford. At 6 p.m. the steamship "Avoca" offered assistance which was not accepted, but the master of the "Loch Laggan" requested the master of the "Avoca" to report him on his arrival in port, and also to send a tug to assist him. At 11 p.m the fishing smack "Uncle Sam" came within hail, and was asked if they could supply a pilot which they could not do. Three of the passengers, however, got permission from the master to leave the vessel. They accordingly went on board the smack leaving their effects behind them. Shortly after midnight the Salteen Light was observed, and blue lights and rockets were burnt as signals of distress. At 3 a.m. the vessel became almost unmanageable, there being nearly five feet of water in her. The master then decided to place his passengers in safety. A boat was lowered, and all the females sent to the light-vessel. Two other boats were afterwards lowered, and the rest of the passengers sent away, and also the effects of the officers and crew. Several of the sailors also remained on board the light-vessel without permission.

Shortly after this one of the Great Western Steamers went to their assistance, and towed the vessel on to the mud at Passage, near Ballyhack. She was temporarily repaired, a steam pump placed on board, and then towed round to Liverpool, where she arrived on the 19th July. The passengers and a portion of the crew remained on board the lightship until about midday, when they were all safely landed at Ballyhack, and on the following day many of them rejoined the vessel.

It appears that the "Guiding Star" struck at the same time as the "Loch Laggan," and when the flood tide made her fore compartment filled. She remained on the rocks until the following day at 9 p.m., when she floated and was then taken into South Bay, Wexford, and run ashore. She then received temporary repairs, and has since been brought round to Liverpool. If the "Guiding Star" had not been built in water-tight compartments, she would have been lost. From the time of leaving Liverpool until the stranding of the vessel, it appears no attempt was made to obtain soundings. It has been stated that the engines were eased, but that the speed of the vessel remained the same on account of the breeze freshening and the ship having sail set.

The Court having carefully considered the evidence in this case as well as the statement put in by the master, find that

the stranding of the "Loch Laggan" on the South Rock, near the Tuskar, on the 7th of July last was caused by the neglect of the master, David Bruce Inglis, who, notwithstanding that the fog was so dense (as it has been stated by all the witnesses) that they could not see the tug vessel ahead, still proceeded on his course at the same rate of speed, seven knots, instead of stopping his vessel and getting correct soundings, which would at once have shown him whether he was in the fair way or not, and had he consulted his chart or sailing directions he would there have ascertained the great necessity of obtaining correct soundings in a channel where the currents are known to be strong and variable. We therefore find him in default, and for such default suspend his certificate (No. 14,001) for six months from this date. In justice to the master of the "Loch Laggan," we feel bound to add that after the stranding of the vessel he made every exertion to save his ship and the passengers, and the measures he adopted were judicious and seamanlike, and no imputation has been cast upon his sobriety.

The Court is further of opinion that the master of the "Guiding Star" was much to blame for the careless manner in which he navigated his vessel during thick weather, and it considers he was in default for not reducing the speed, and taking correct soundings. It therefore severely reprimands him for such default, and had he held a certificate it would have been cancelled or suspended.

H. Mansfield,
Deputy Stipendiary Magistrate.

John S. Castle,
C. S. Broome, } Nautical Assessors.

## "LOTHAIR."

The "Lothair," a composite clipper ship of 793 tons register, was built at Deptford, in the county of Kent, in the year 1870, and was classed at Lloyd's A 1 for 16 years. She is the property of Messrs. J. Killick, Martin, and Ritchie, of 10, George Yard, in the city of London, and others. This vessel sailed from London in the early part of the year 1875, bound to Sydney, and from thence to Shanghai and Japan. From an examination of the log-book, it appeared that on the voyage from Australia in the month of August she encountered to the eastward of Formosa weather of extraordinary severity without doing the slightest damage to her hull or rigging, a proof of the efficiency of her outfit, and the good seamanship of her master. She left Yokohama on Michaelmas Day, bound to New York, with a cargo of tea. She was commanded by Mr. Benjamin Orchard, who holds a master's certificate of competency, and a crew of 25 hands all told. On the morning of the 10th November, being then in latitude 17° 30′ S., and longitude, 93° 28′ E., the carpenter went aloft to overhaul the yards, and found the upper foretopsail yard slightly sprung in the quarter. Upon reporting the defect to the master he accompanied the carpenter aloft to inspect the damage. The defect was not thought to be of a serious nature, but as a precautionary measure, it was decided to place a temporary fish upon the yard till a spare spar could be converted into a new yard. Accordingly the chief mate and some seamen were sent aloft to fish the yard, and having taken the precaution to secure it by a burton, the operation of fishing the yard was continued till noon when the second mate and some men were sent aloft to relieve the chief mate and his gang. It is probable that a sudden jerk from a roll of the ship, or additional weight, might thus inadvertently have been thrown upon the yard, for at that moment the connecting link $\frac{7}{8}$ths inch in diameter of the topsail tye gave way, and the burton fall carried away, so that the topsail yard came down by the run until it was brought up by the lifts. The sudden jerk threw the chief mate and two seamen off the yard into the sea, and although every effort was made as speedily as possible to save them, they unfortunately perished. The vessel at the time of the accident was under all plain sail, except main topgallant sail and main royal, and going at a speed of 11 knots an hour; life buoys were immediately thrown over, the ship was wore round, sail shortened, the ship hove to, and a boat lowered; the ship was kept in this position for nearly two hours, but in consequence of a high sea running at the time, the search for the men was fruitless, and it was feared they had been stunned by the fall, and had sunk immediately.

After a very close investigation of all the circumstances attending the unfortunate casualty, and a personal inspection of the remaining portion of the topsail tye, which was described by an expert as being of good iron, and showing no symptom of wear, together with the fact that sail was continued to be carried as usual upon the defective yard for eight days after the accident, the Court was of opinion that this was one of those accidents incidental to the calling and life of a sailor. The Court was moreover satisfied that reasonable precautions were taken to secure the topsail yard before sending the men aloft, and they therefore returned Mr. Orchard his certificate, and expressed an opinion that the "Lothair," before leaving England, had been efficiently equipped by her owners for her intended voyage.

John Balguy,
Stipendiary Magistrate.

Hy. Harris,
Ed. White, } Nautical Assessors.

## "LOUISA."

The "Louisa" is a wooden schooner, official number 45,678, registered tonnage 130.28. She was built at Berwick-on-Tweed in 1863, and owned by Joseph Fisher, shipowner, of Barrow, county of Lancaster, and 27 others. She was commanded by Lewis Wigley, who holds certificate of competency as master, number 98,754, dated October 1874.

This vessel left Middlesboro' in good condition on 29th September last, with a crew of five hands, all told, and a cargo of 240 tons of pig iron, bound for Newport, her draught of water being forward 12 feet, aft 13 feet.

Nothing of importance occurred until the afternoon of the 3rd inst., the vessel being at that time to the eastward of Dungeness; there was an increasing south-west wind, with thick weather, and occasional heavy showers of rain. The vessel being under reefed sails, at this time, the master determined to run for an anchorage, and he states that at 5.20 the Varne Buoy bore S.E., distant about three miles; he then steered N.E. by E. $\frac{1}{2}$ E. for seven miles. This, however, does not agree with the evidence of the helmsman, who states that at 6 p.m. he was steering N. for a short time, and then N.N.E. up to the time the vessel struck. It appears that a cast of the lead was taken in 12 fathoms, and shortly after another in eight fathoms, vessel still steering same course, the weather thick with rain. Immediately after this a light was observed ahead, which the master supposed to be the light of a vessel at anchor; the helm of the "Louisa" was at once ported, in order to clear it, but the ship immediately took the ground in St. Margaret's Bay, about 600 or 700 yards from the coastguard station; this was about 7.15 p.m., it then being low water. It is stated that endeavours were made to get the ship off, but finding their efforts were fruitless, signals of distress were made, in order to obtain assistance from the shore, and in a short time the coastguard, under the charge of Mr. Sayer, chief officer of the station, fired four rockets, but they all fell short, the vessel being beyond their range. The chief officer of the station also sent a messenger to Dover, to get the assistance of a steam tug to tow the vessel off. Shortly after this a boat was launched at Kingsdown, and went off to the schooner; the crew of the former assisted to pump the vessel. At about 11 p.m. the "Palmerston" steam tug went alongside, and endeavoured to pull her off, but without effect, and after some little time the hawser parted; the vessel then had a large quantity of water in her, and it was then decided to abandon her, which they did, and landed at St. Margaret's Bay about 1.30 a.m. of the 4th. The following morning they returned to the vessel, and commenced to discharge her, and after taking the greater part of the cargo out, she was towed off the beach, and taken into Dover Harbour, where she now lies.

It appeared also from the evidence, that on the 30 June last there were only 10 rockets in store at the coastguard station, and that a request was on that day forwarded through the proper authorities for a further supply of rockets, which had not been supplied up to the date of this inquiry, and that out of these 10 rockets three had been expended in practice within that date (30th June) and 3rd of October, thus reducing the number at the station on that day to seven only.

In conclusion, we beg to remark that in our opinion the vessel had a very heavy cargo for a ship of her tonnage; and we are further of opinion that the stock of rockets at the coastguard station should not be allowed to run so short as it was on the 3rd of October, as at that time there were only seven remaining.

The Court having carefully considered the evidence in this case, and the statement put in by the master, are of opinion that the stranding of the schooner "Louisa" in St. Margaret's Bay, on the night of the 3rd October is to

be attributed to the improper navigation of that ship by the master Lewis Wigley; they therefore find him in default, and for such default suspend his certificate of competency, No. 98,754, as master, for a period of three months.

FRED S. PEIRCE, J.P.
E. F. ASTLEY, J.P.
JOHN S. CASTLE, ED. WHITE, } Nautical Assessors.

## "LOUTH."

The "Louth" was what is called a ketch or billy boy, trading to Ipswich, Harwich, and other places, her official number being 267, her tonnage $55\frac{34}{100}$, her owners Thomas Ellerington Smith and Mark Smith, and her master Reuben White, who does not hold a certificate from the Board of Trade. She was built 43 years ago at Louth in Lincolnshire, in the year 1832, but it has been proved satisfactorily that she was very extensively repaired about four years ago at an expense of about 280*l.*, and again had additional repairs bestowed upon her in the summer of 1874 at an expense of about 60*l.* Nothing has transpired to raise a presumption that although in one sense an old ship, she was otherwise than perfectly sound and seaworthy up to the time of the loss.

The crew of the "Louth" consisted of the master, a youth named Emmett, of 20 years of age, who had been at sea four years, and the master's son, a youth of 16 years of age, also four years at sea. The master's wife and his child (about four years old) were also on board at the time of the disaster, and they are stated to have occasionally accompanied him.

On the 2nd day of September last the "Louth" went to Barton-upon-Humber, and there took on board a cargo of pan and flat tiles, in all about 100 tons, which were to be delivered to a person in London.

The way in which they were stowed is minutely shown by the evidence, and does not indicate any want of care, or disclose anything that can be objected to. The loading was completed about 8 a.m., and at that time the "Louth" drew about 7½ feet. She dropped down with the tide to Hull Roads, arriving there about 11 a.m., and remained at anchor in about six fathoms water until between 8 and 9 p.m., when the wind being S.W., she proceeded on her voyage until she arrived off Skitter Haven between 10 and 11 p.m.; the distance from Hull Roads being about four miles, and at that time it was a little past high tide. It was dark, a fresh breeze blowing, and she was brought to an anchor about 600 yards from the shore by the master's order, the wind being against her and the tide powerless to aid her; Skitter Haven being a very safe anchorage, and out of the way of the traffic up or down the river. The evidence adduced supplies no proof or inference that between Barton and Skitter Haven the "Louth" ever came into collision with anything, or touched the ground or anything else. The water was smooth.

It is stated by Emmett that the captain heaved the lead once between 10 and 11 after reaching Skitter Haven, and that he called out five fathoms. The after pump was tried, but there was no water in the vessel. A riderlight was set. Everything was made snug, and Emmett and the master's son turned in about 12 o'clock, leaving the master on deck. About 2 a.m. of the 3rd, Emmett was awakened by hearing water rushing in (as he thought) through the chain pipe which stood up a few inches above the deck immediately above the forecastle, and he immediately got up, calling his mate. There were six inches of water in the forecastle, and on rushing on deck without having had time to dress, the deck was found covered with water, which was deepest amidships, and the "Louth" was then down by the head, but had not drifted or otherwise changed her position. The master was in the cabin laid on his sea chest in his clothes, and was, as Emmett says (though this is denied by the master), asleep. Emmett wakened him and called the master's wife and child who were in bed. On Emmett saying that the vessel was going down, the master jumped up and came on deck with his wife and child, and all immediately got into the boat which was swinging at the stern of the "Louth." No attempt was made to pump. It was dark, but the weather was clear, and they could see the shore to which it took them, as Emmett states, three-quarters of an hour to row, during which time they saw the "Louth" go down head foremost.

On shore they got shelter, and the vessel was afterwards blown up under the orders of the Conservator of the Humber, who states in his evidence the exact position in which she lay in about 12 feet water at low tide. A very careful examination of the evidence adduced in this case has failed to disclose the way in which the water found an entrance into the ship, and any impression on the subject can only be conjectural.

If however under the circumstances a suggestion on this point may be permitted, I should be inclined to think that the butts of one or more of the planks forward, near the head of the vessel and under the water, may have burst open, as such a theory is consistent with the manner in which the water appears to have taken its course through the ship, while it is difficult to conceive any other kind of entrance for the water that would have produced the results which have been spoken of in the evidence. It is difficult to suggest what might have led to a giving way of the butts, but the very large amount of dead weight placed on board the vessel in loading while lying on a hard bottom might in some degree contribute to such a result, especially if there were any previous defects in the copper nailing, or otherwise connecting the butts with the timbers of the ship.

Nor would such a thing necessarily be inconsistent with the statement already made that the repairs, so far as can be ascertained, were satisfactory, though they might not affect the butts of the planks at the head of the ketch.

It is to be regretted that no look-out was kept on the night in question, as, had the master been on the alert, it is not improbable that the entrance of the water, however effected, would have been noticed at an earlier period, and that pumping or other means might have been tried to stay the evil, or at any rate that the ketch might have been got into shallow water which was close by. It is however only fair to state that the course pursued by the master in not keeping a watch seems to be only in accordance with the usual practice of masters of craft similar to the "Louth," especially when lying at anchor in what as in this case is admitted to be a perfectly safe place.

I have only to add, in fairness to the master, that after much anxious consideration I cannot say that anything has transpired that would implicate his character as to anything more serious than want of watchfulness at a time when (notwithstanding the usual practice) it is never desirable to leave a vessel to take care of itself.

T. H. TRAVIS,
Police Magistrate.
B. G. W. NICOLAS, WALTER ABBOTT, } Assessors.

## "LUCY HELEN."

The "Lucy Helen" is a sloop rigged vessel, built at Yarmouth, Norfolk, England, in 1840, of wood, her official number registered 330, gross tonnage $44\frac{59}{100}$, and owned by Mr. H. G. Austen, of Canterbury.

The "Lucy Helen" sailed from Whitstable, in ballast, about the 21st of February last for Sunderland.

Her master being Austen Lissenden, holding no certificate, and with a crew of two hands.

On the passage she put into Yarmouth Roads for shelter, arriving at Sunderland about the 27th of February, where she took in a cargo of about 80 tons of coals and sailed thence on the evening of the 2nd March last, bound for Herne Bay.

About 6 a.m. on the 3rd March, the wind freshening, a reef was taken in the mainsail; about noon the same day, when off Whitby the wind increasing, a second and third reef were taken in.

About 2 p.m. when off Robin Hood's Bay, being on the starboard tack, the mainsail was split and blown away in a heavy squall.

In keeping her away the foresail split and the jib was set in its place.

The vessel was then kept S.E. under the jib set as a foresail.

The weather blowing hard with a heavy sea running and the vessel requiring to be pumped out every two or three hours.

She was continued on this course with hardly steerage way on her, and almost unmanageable, until Sunday morning the 5th March, when a fishing smack offered assistance which was refused as the master hoped the wind would northern and enable him to reach an English port.

About noon the smack "Prince Alfred" fell in with the "Lucy Helen" and the master and an apprentice came on board and offered to tow them to Grimsby, which was ultimately decided on.

The "Prince Alfred" then took the "Lucy Helen" in tow and continued towing her to the N.W. until Tuesday morning the 7th March about 9 o'clock, when the wind and sea having much increased, the master of the "Prince Alfred," considering it impracticable to continue further towing signalled the "Lucy Helen" to cast off the tow rope or to cut it.

The master accordingly cut the rope being unable to slip it.

Considering the state of the weather and the disabled condition of the "Lucy Helen," and believing the lives of himself and his crew to be in danger, the master availed himself of the offer of the master of the "Prince Alfred" to take them on board his vessel and at once abandoned the "Lucy Helen," saving as many of their personal effects as possible, and were ultimately landed by the "Prince Alfred" at Grimsby, on Thursday, the 9th of March at 5 a.m.

On Tuesday, the 7th of March, about half-past 9 a.m. the "Lucy Helen" was sighted by the smack "Achievement" with no sails set.

At about 2 p.m. the mate and one hand of the "Achievement" boarded the "Lucy Helen" and found her derelict, and with a hole cut through her deck on the port side.

The deck was cut over 15 inches in length and crossing three planks, and going completely through to the extent of two inches by one apparently made by an adze which was found on board.

The sloop was then taken in tow by the smack and with the assistance of the "Ann Gussle" brought into Grimsby Harbour on Friday morning the 10th of March.

The Court having duly considered the evidence are of opinion that the "Lucy Helen" when sent to sea was as regards her hull in a seaworthy state. But as regards her canvas, her mainsail blew to pieces, but whether from the force of the gale or from its being in a defective state, the evidence is insufficient to show.

The Court are also of opinion, considering the state of the weather and the helpless plight of the "Lucy Helen," the master and crew were justified in abandoning her.

With regard to the hole found in her deck, the Court are of opinion that it was wilfully made, but there is no evidence to show by whom it was done.

WILLM. LAKE, Mayor.
G. MULLER, J.P.

*Finding of the Assessors.*

We, after carefully considering the evidence, are of opinion—

1st. That the "Lucy Helen" was as regards her hull seaworthy.

2nd. That as regards her canvas, she was unseaworthy. The mainsail, both from the evidence and sample produced in Court, being perished and rotten and unfit for service, and there being no spare sails on board.

3rd. That the master was justified in abandoning his vessel.

4th. That the hole in the "Lucy Helen's" deck was wilfully made, but that there is no evidence to show by whom it was made.

We have further to express our opinion that especially considering the time of year the "Lucy Helen" was sent to sea it was imperatively requisite she should have a thoroughly good mainsail bent, as well as proper spare sails on board in case of accident.

We enclose a portion of the mainsail as produced in Court.

WM. CURLING, C. S. BROOME, } Nautical Assessors.

## "MADELINE."

The "Madeline" was a wooden, barque rigged ship, of 383 tons register, and the property of G. S. Simpson, of 9, Clement's Lane, London, and two other persons. She was built in the year 1860, at Sunderland, in the county of Durham, and had one deck and three masts.

This vessel left Demerara on the 13th of November last, on a voyage to London. She had a general cargo, was manned by a crew of 13 hands all told, and commanded by Mr. Alexander Oppen, who holds a master's certificate of competency. Her draught of water was 15 ft. 8 in. aft, and 15 ft, 4 in. forward. At 8 a.m. of the 14th she left the lightship at Demerara, and proceeded on her voyage. At 8 p.m. of the 21st she was off St. Martin's Island, the light on which bore N.E., at a supposed distance of 10 miles; and at 10 o'clock the south point of the high land of St. Martin's bore east, distant seven to eight miles. The wind was N.E. northerly, with squalls from N.N.E., and between the squalls it was light and calm. The ship was steered by the wind, and the course made good was about N.W. by N., the ship heading N.W. during the squalls, and between them N.N.W. From 8 p.m. till midnight there was no evidence of the courses steered.

At midnight the chief mate took charge of the watch, relieving the second mate, and received a course N.W. by N. The wind continued light and variable. At 2 a.m. of the 22nd the man at the wheel reported that the ship would not answer her helm; the master ordered it to be put hard up, and the mainyards shivered, the gaff-topsail hauled down, and the mizen taken in. The ship then payed off as far as N.W., but soon came up again to N.N.W. and lay drifting, not answering her helm. Dog Island was then observed seven or eight points on the starboard bow, about three miles distant, bearing about N.E. to E.N.E. At this time, according to the evidence of the man at the wheel, the course was N.W. At 2.15 a.m. the ship suddenly struck three times on a reef to the westward of Dog Island; a squall took the ship aback, and she got off the reef. Soundings were at once taken, but no bottom was found at 27 fathoms. The pumps were sounded, and two feet of water was found in the well, which in a few minutes increased to six feet. The boats were then ordered out, the gig was lowered, and the master's portmanteau, containing all the ship's papers, was put into it; it was swamped and the portmanteau lost. The longboat was then lowered; the master and crew took to it, saving only one chronometer; they lay by the ship a short time, and then lost sight of her in a squall, and she was not seen afterwards. All hands were safely landed at St. Martin's on the following day.

Upon a due consideration of the evidence, the Court was of opinion that the casualty was caused by the master miscalculating his distance from the island of St. Martin, and instead of being 10 miles from the light on the island at 10 o'clock, as he supposed, he must have been much nearer to it; also that he allowed for a current setting to the westward, when in all probability, and as the result proved the set was to the eastward.

The Court felt that he had committed an error in judgment in not keeping his ship further out, and clear of the dangerous group in that locality, particularly as he must have known that the lead would be no guide to him.

With these remarks the Court returned the master his certificate.

JNO. BALGUY,
Stipendiary Magistrate.

WILLIAM CURLING,
Nautical Assessor.

I was unable to agree with the report of the Court, attributing the casualty to "*an error of judgment*" of the master, as I considered it *a most decided case of culpable carelessness*, and I will briefly give my reasons for considering it such. 1st. The master of the late ship "Madeline" must have known his position the evening before the accident, as at 8 p.m. a bearing of St. Martin's southerly light was obtained, and then, instead of feeling his way to the northward most cautiously, he continued (in a night described as squally and not clear) under all plain sail (except main royal), allowing the ship to be steered by the wind, which is described as variable. No attempt was made to ascertain the ship's position by sounding, on nearing a place (Dog Island) stated in the sailing directions "*to be approached with great care at night*," and where, coming from the southward, ample soundings for a hand lead are given some miles before, and until reaching Dog Island, or West Cay, where I believe she must have stranded. Should the master have had only his chart to refer to, that would have given him *ample* warning of the dangers he was nearing, and he had plenty of sea room to the westward.

2nd. All the witnesses agree that the lead was *not used* until *after* the ship struck, and the master gave no directions for such being done.

3rd. The Board of Trade will also observe that after the loss of the ship, the master landed at St. Martin's, and not at Anguilla, a British island he passed, where there is a custom house, and where some attempts might have been made towards salvage of the ship and cargo, stated by the owners to be fully insured. This I cannot understand, as there is a good landing for boats in Anguilla, and St. Martin's is both further off, as well as being French and Dutch. In conclusion, I consider the master greatly in default in the careless navigation of his ship, when in a sea proverbially known as abounding with reefs and other

dangers, and this report is grounded on an intimate personal knowledge of the West Indian Islands, &c.

C. S. Broome,
Nautical Assessor.

## "MADELINE," (S.S.)

The "Madeline," official number, 67,550, was a screw steamer built of iron at Hartlepool, in the county of Durham, in the year 1874, her gross tonnage being 1320·8 tons, nett tonnage 845·4, nominal power horse 130. She was owned by James Pyman, and others, of West Hartlepool, in the county aforesaid, where she was registered. This vessel having received a cargo of iron and steel rails and fish plates, amounting to about 1,600 tons, sailed on the 30th September last from Newport, Monmouthshire, bound for Helsingfors, in Sweden, her draught of water being 18 feet 3 inches forward, 18 feet 11 inches aft, she had a crew of 22 hands, including William Barff, her master, who holds a certificate of competency, number 82,083. Nothing of importance occurred until midnight on the 6th of October last, when the vessel rounded the Skaw, at this time there was a strong wind from the westward with rain. At 3 p.m. on the 7th they received a pilot off Elsinore. At midnight on the 8th Odensholm Light bore N. by W., distant about 9 miles. At this time the weather appears to have been thick, with rain, and several casts of the lead were taken at intervals, the soundings being about 30 fathoms. At noon on the 9th Nargen Lighthouse bore S.S.E., distant about 9 or 10 miles; there was a moderate breeze from the eastward, with much mirage, so that it was very difficult to distinguish the points of the land correctly. At 3.15 p.m. Renskar Lighthouse was passed steering E. and by S., at a speed of eight knots. At 3.55 p.m. the beacons on the New Grund Shoal were seen, but the flag which should mark the beacon had blown away, so that all that remained to mark the shoal were two poles, six or eight feet high and three inches thick, in the then state of the atmosphere these small poles could not be seen until the vessel was within a few yards of them, so that before the engines could be stopped the vessel struck on the shoal. Fruitless efforts were made to back her off, by means of the engines, but she remained fast, whereupon signals were made by means of rockets, which were not answered. The crew then set to work to lighten the ship, and having worked continuously for about 40 hours, and thrown overboard some 120 tons of cargo, the vessel was backed off by means of her own engines, and taken to Helsingfors, where she discharged the remainder of her cargo, from whence she proceeded to West Hartlepool, where she arrived in safety, and is now in dry dock, undergoing repairs, no lives being lost. It would appear that this vessel was swung to ascertain the deviation of her compasses in May 1875; at the time of swinging the chief mate states in evidence that she had about 500 tons of iron on board, the Court could not therefore accept the deviation cards as reliable documents. After passing the Skaw the master appears to have paid every possible attention to the navigation of his vessel, by heaving the lead and otherwise, and he brought her safely and correctly to Renskar Lighthouse. From this point he appears to have shaped a course which, according to the bearing of the lighthouse at 3.45 p.m., should have carried the vessel four miles to the southward of the New Grund Shoal. It is however possible, in the then state of the mirage that existed, that the bearing of Renskar Lighthouse was incorrect, and we consider that it was an error in judgment on the part of the master in not giving a wider berth to the shoal in the then state of the atmosphere. It is, however, but just to state that the shoal should have been marked with two beacons with a flag, and had the flag been in position, which it was not, there is every reason to believe that it would have been seen at such a distance as to have enabled the vessel to clear the shoal. The necessity for this flag is shown by the fact that the Swedish authorities replaced it the day following this disaster.

*Judgment.*

The Court, after a careful consideration of the evidence in this case, as well as the master's statement, are unanimously of opinion that the screw steamer "Madeline" was stranded through an error of judgment on the part of William Barff, her master, in shaping a course too near the New Grund, in the then uncertain state of the atmosphere. The Court, however, taking into consideration the great attention paid by the master, both before and after the stranding, as well as the 16 years continuous service with the owners of the "Madeline," consider that the justice of the case will be met by cautioning Captain Barff to be more careful in future. The Court therefore returns him his certificate.

S. Robinson, J.P.
Eben. Sep. Jobson, J.P.
Edward Hight, Geo. H. Forster, } Nautical Assessors.

## "MARGARET McCOLL."

The "Margaret McColl," belonging to the Port of Glasgow, was built at Port Glasgow in 1862, was schooner rigged, of the register tonnage of $59\frac{60}{100}$ parts, official number 29,194, owned by Alexander McColl, of Glasgow, shipowner, and others. Robert McColl, who holds no certificate, being master. Having left Glenarm, in Ireland, about 1 o'clock p.m. on the 24th day of February last, well found and in good order, with a cargo of about 115 tons of lime shells, bound for Rothesay, in the island of Bute, she proceeded on her voyage until about 8 p.m. of same day, when she passed Sanda Light, distant four or five miles, the weather being clear and the wind light from N.W.

From 10 to 12 o'clock Pladda Light was in sight, bearing E. by N., seven to eight miles. At midnight, the wind about east, freshened, and it began to snow, when sail was shortened, and she was kept standing off and on in a heavy rolling sea. The vessel was hove to for about $1\frac{1}{2}$ hours, the weather all this time being so thick from the snowstorm, that neither light nor land could be seen. A little before 6 a.m. of the 25th, the vessel's head being inshore, and just as they were about to stand off, she struck the land at Bennanhead, in the island of Arran. The crew got ashore in their own boat, the vessel's cargo being on fire. During the whole night all hands were on deck. A good look-out appears to have been kept, the lead was also on deck, but was never used. The master has been during a long life in command of coasting vessels, and has never previously met with any casualty.

The Court having carefully considered the evidence, found that the "Margaret McColl" was lost in a heavy snowstorm, that the master was in default in not having used his lead, to which cause the Court attributes the loss, and for which the Court adjudged the master Robert, McColl, to be reprimanded, and admonished to be more careful in future.

H. MacBean, J.P.
Andw. S. McClelland, J.P.
Henry Knox, Geo. Burnett, } Nautical Assessors.

## "MARY ANN."

The "Mary Ann" was a brig-rigged vessel of 228 tons register, built of wood at Jersey in the year 1861, and owned by Mr. Charles Le Quesne, of the island of Jersey, merchant. She sailed from St. Malo at 8 a.m. on the 4th of August, in ballast, bound for Cardiff, under the command of W. Edward Clements (who holds no certificate) and a crew of nine hands all told. At 9.30 a.m. the pilot was discharged, and the vessel hauled on a bow line on the starboard tack, heading N.W. by W., the wind was N. by E., and her speed about $3\frac{1}{2}$ knots an hour, the tide was setting ebb. At noon, as stated in evidence by the mate, Cape Frehel bore S.S.W., distant five miles.

From this position she was worked to windward, tacking to benefit by the ebb, or stem the flood tide, until 1 a.m. on the morning of the 5th. The winds during the interval remained moderate, but the fog became more dense after midnight. The vessel was on the starboard tack after 1 a.m., heading about N.W., her speed being about the same, $3\frac{1}{2}$ knots. The master was on deck till 2 a.m., and, with the exception of the man at the wheel, the watch, including the mate, were on the forecastle, keeping a look-out.

At 2.30 a.m., with no object visible above water, the vessel struck heavily upon a sunken rock with her port bow, her after end being free; she swung with the tide until her sails came aback, and then canted clear of the rock. The trysail was brailed up, and the clews of the courses lifted, when the water in the vessel was discovered to be above the forecastle floor.

This fact being reported amongst the crew they rushed to the boat, launched it, and jumped into it, the mate

included. The master, who, as before stated, left the deck at 2 a.m., with orders to the mate to keep a good look-out, to have the lead ready for a cast in the slack water at 4 a.m., and to call him at that hour, came on deck when the vessel struck, and ordered the alteration in the sails as described, but refused to get into the boat, until the remonstrance of his crew (from their boat) and his own conviction, from the rapid increase of water in the ship, that there was no hope of saving her. After the master got into the boat, they had only rowed a short distance when the vessel was seen to sink. The boat was rowed before the wind, and about 1 p.m. of the same day the crew were safely landed at Paimpol. They had no previous knowledge of the position of the rock upon which she struck, but from the landfall and the course steered in the boat they conclude it was the Gautier Rock.

The evidence given by the four French seamen called as witnesses was very inconclusive, and showed singular forgetfulness.

The master stated that his reason for not making use of the lead previous to the vessel's striking was because the strength of the tide would have prevented correct soundings being taken.

The Court, however, failed to see that if soundings had been correctly taken they would have given timely warning of his approach to the Gautier Reef. It appears that great attention was displayed in tacking to benefit by the tide, and from the courses and distances made good, with due allowance for the set of the tide, the master could not have considered his vessel within 12 miles of Gautier Reef at the time she struck. Also, that a careful look-out had been kept.

After careful consideration of the evidence, the Court attributed the loss of the "Mary Ann" to an irregular set of tide of which the master had no previous warning.

The vessel appeared to have been in good order and well found when she sailed from St. Malo.

JOHN BALGUY,
Stipendiary Magistrate.

JOHN STEELE,
ED. WHITE,
} Nautical Assessors.

## "MARY JANE."

The "Mary Jane" was a wooden vessel, 123 tons register, official number 13,105, brigantine rigged, and built at Prince Edward Island, in the year 1850. She was owned by Mr. John Parkhouse, of Exeter. On the 3rd day of December instant the said vessel left South Shields, with a cargo of coal consisting of about 240 tons, drawing 13 feet 9 inches aft, draught forward not known; bound for Woolwich, manned by a crew of seven hands all told, and under the command of one John Hearn, who holds no certificate. The mate, Thomas Roberts, holds no certificate. On the 5th December the "Mary Jane" passed the Pile lights. The wind was then blowing fresh from the N.E., with occasional snowstorms, and about 10 o'clock the ship was anchored in Swin Channel, in nine fathoms of water, with 30 fathoms of cable on the port anchor. The Pile Light bearing E.N.E. about four miles. The square sails had been furled, and all other sails were then stowed. The master set two men to keep watch until 12 o'clock, and he ordered the mate, Roberts, to keep the middle watch. He also left strict orders to be called if anything occurred during the night. About 11.30 one of the seamen, Thomas Elliott, left in charge of the watch, but below in his berth, felt the cable surge, and went up the ladder and told the other man who was on deck to feel the cable and see if it had parted; this the ordinary seaman did, and he said that it was all right, and the able seaman went below again. The mate, in his evidence, states that he also went on deck and felt the cable, which was taut. Further, that at 12.15 a.m. he was called and went on deck to take charge of the ship. That he never observed her change her position, and that the cable seemed to be always taut. About 2 o'clock on the 6th December, the ship struck the ground, and he called the master, who was in the act of coming on deck. After bumping heavily for about a quarter of an hour she went over the shoal into deep water, and it was found that she had four feet of water in the hold. After pumping for some time, on sounding again they found 4½ feet water and water still rushing in. The master and crew, thinking that nothing could be done to save the vessel, took to their boat, and pulled to the Middle Swin Lightship, about four miles distant. They remained there during the next day. On the morning of Tuesday, the 7th of December, the crew were taken off the lightship by a smack, and they then saw the "Mary Jane" on the Barrow Sands, lying on her beam ends, with her starboard yard arm in the water. In consequence of the weather they could not go to her that day; but on the following day the master went to her, and found her bilged, and nearly all her cargo washed out.

The Court find that owing to the master's orders to be called having been neglected he is not in default for the loss of this vessel. With regard to the mate, Roberts, we find he was not sufficiently vigilant with respect to bearings of lights of other vessels at anchor, and that he was negligent in his duties on watch, and is hereby censured by the Court.

We also hold Thomas Elliott, able seaman, deserving of censure.

HENRY B. T. WREY, J.P.
R. MARSH DUNN, J.P.

R. ASHMORE POWELL,
THOS. BEASLEY,
} Nautical Assessors.

## "MARY MOORE."

This was a case of the abandonment of an Italian built brig, which came into British possession in the year 1872. She was built of wood, but the date is unknown. She had one deck, two masts, of 214 tons register, and belonged to Mr. Donald Munro, of Aberdeen.

At the time of her abandonment she was on a voyage from the Black River to Falmouth, laden with a cargo of 212 tons of log wood. She had a crew of nine hands all told, and was commanded by Mr. Munro, her owner, who holds a certificate of competency.

It appeared by the evidence, that in the month of September 1874 she was substantially repaired under the direction of competent surveyors, and the real question therefore was whether the abandonment was premature.

The only evidence before the Court was that of the chief mate and of George Bearne, the cook, who was not a seaman. From the 31st of October to the 13th of November last, when the brig was finally abandoned, she encountered a succession of gales with a turbulent cross sea, which, breaking on board, did considerable damage, so much so, as to necessitate almost continual pumping both day and night. On the 6th of November a vessel hove in sight, and the crew of the "Mary Moore" pleading exhaustion requested to be put on board. To this request the master made no objection and offered them the use of the jolly boat, but both he and the mate declined to leave the brig. The strange ship, however, disregarding their signals, sailed away. The crew returned to the pumps, and continued to work them for four days longer, during which time the weather was more or less boisterous, and the leak continued to increase.

On the 9th a heavy sea struck the ship under the counter, and which, upon examination, was found to have opened out the wooden ends of the stern frame above the transoms.

On the 13th another vessel, the "Mirzapore," hove in sight, and in answer to a signal of distress came to their assistance.

The brig was then abandoned in a sinking state, and the crew were subsequently safely landed at Liverpool.

The evidence was solely that of the chief mate. It was supplemented, however, by a neat and well kept log-book written up from day to day at noon.

The Court was perfectly satisfied that this record was authentic, confirming as it did, in all respects, the evidence of the mate. The brig had been substantially repaired in 1874, was not overladen, and was perfectly staunch till she encountered the severe weather in November. The crew, small in number, appear to have worked the pumps till they were nearly exhausted, and the saving of life then became the first consideration.

Under these circumstances, the Court having regard to the evidence before it, was not disposed to consider the abandonment of the "Mary Moore" premature.

With these observations the Court returned Captain Munro his certificate.

J. H. PATTESON,
Stipendiary Magistrate.

HY. HARRIS,
HENRY KNOX,
} Nautical Assessors.

## "MATIN," (S.S.)

In the matter of the inquiry ordered by the Board of Trade as to the stranding of the steamship "Matin," of Dundee, 359 tons register, and the official number of which ship is 68,265, James Mudie, who holds a certificate of service, No. 44,086, and issued 8th January 1851, being master, and Adam Booth, who holds a certificate of competency, No. 91,334, being mate.

The "Matin" was an iron screw steamer employed in the coasting trade. She sailed from Dundee at half-past 4 o'clock p.m. on the 27th of January last, in ballast, bound for Newcastle. She passed the Coquet about 3 o'clock a.m. on the 28th of the said month, from two to three miles off. That up to this time the weather had been moderate. That the course steered from off the Coquet was S. by W. ½ W. until 4.30. The course was then altered to S.W. by S., the ship sailing at full speed, upon which course the ship struck on the banks of Cullercoats, about a mile and a half north of the Tynemouth Lighthouse; during the latter part of the middle watch the weather became hazy and very thick over the land, thereby obscuring the Tynemouth Lights. The captain having run his distance, and having previously ordered the leads to be prepared, land was suddenly seen right ahead. This occurred at 10 minutes past 5 a.m. On land being seen the helm was put hard to starboard and the engines stopped and reversed; immediately thereafter the ship struck. The engines were kept reversed for about 15 minutes when the vessel came off and proceeded to Jarrow making scarcely any water. That it was ascertained on examination of the ship that four plates were cracked, and the stern a little "slued," but no lives were lost through the accident.

The Court having heard the evidence in the case, as well as that of the master upon oath, and having considered the same, find that the stranding of the "Matin" was caused by the Tynemouth Light being obscured by haze or smoky mist.

The master having run his distance from the Coquet, and not making the Tynemouth Light as he expected, would have acted more prudently had he slackened the speed of his vessel and taken a cast of the lead to verify his supposed position instead of relying upon his great experience (which extended over 2,000 passages) on former voyages in the same locality.

This consideration, together with the long period of service of Mr. Mudie without a mishap, incline the Court to take a more lenient view of the case than they would have otherwise done, and they trust that this narrow escape will act as a warning to Captain Mudie to be more careful in navigating his vessel near the land in future. With this admonition the Court return to Mr. Mudie and Mr Booth, the mate, their certificates.

William Thoms, J.P.
Chas. Edward, J.P.
Edward Hight, G. Trefusis Holt, } Nautical Assessors.

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## "MAY FLOWER."

We find from the evidence of James Smith, the mate, and other three members of the crew, as well as the statement of the master, George Smith, that the "May Flower," of the register tonnage of 174 tons, belonging to Banff, and the sole property of the said George Smith, the master, was laden with a cargo of wheat at Cronstadt on the 30th day of September 1875; that on the 3rd day of October in said year she sailed from Cronstadt, bound for Elsinore for orders; that the weather was moderate and the wind easterly; that she proceeded under all plain sail on her voyage; that as she proceeded the breeze freshened, and the wind veered to about south-east; in the evening the flying sails were taken in; that the schooner passed Sommer's Island Light abeam about a quarter past 10 o'clock p.m., when a course was steered to take the vessel round the south end of Hogland; that the master went below during the mate's watch from 8 to 12 o'clock, but came on deck again about half-past 11; that he found the wind freshening and veering to the southward, with some sea; that he then consulted with the mate, and resolved to pass to the north of the island of Hogland; that the vessel was kept away, and a course steered accordingly; at this time a light on Hogland being distinctly seen, bearing about 1 to 1½ points on the port bow; that the light was kept on this bearing until the vessel struck the ground, off the north end of Hogland; that none of the crew who were on the look-out, or the master, saw any other than one light until immediately before the vessel stranded, about 1 a.m. on the morning of the 4th; that on leaving Cronstadt the vessel was well found and manned, and was not insured to her full value.

We are of opinion that the stranding occurred in consequence of an error in judgment on the part of the master in not keeping the schooner farther from the shore than he did; that a due look-out was kept, and every exertion used after the vessel got on shore to get her afloat again; that the character of the owner and master is that of a careful navigator during his previous long career, and that, considering the stranding arose from an error in judgment, we are of opinion that the certificate of the said George Smith, the master, should be returned to him, and also the certificate of the mate, James Smith, should be returned, as he was not in charge when the stranding occurred, and seems with the other members of the crew to have conducted themselves well under the circumstances.

Robert Duncan, J.P.
James Rust, J.P.
James Watt, J.P.
Geo. Burnett, C. Y. Ward, } Nautical Assessors.

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## "META."

The "Meta" was a schooner rigged vessel of 79 tons register, built of wood at Truro in 1874, and was owned by Mr. John Eastlake, and others, of Truro. She sailed from Runcorn on the 29th September 1875, with a cargo of 147 tons of salt, drawing 10 feet 6 inches aft, and 8 feet 6 inches forward, bound for Yarmouth, under the command of Mr. Edwin Trebilcock, who has no certificate, and had a crew of five hands all told. She was in good order and well found, and nothing important occurred until 4 a.m. on the 14th October, when she reached a position within the sands off Lowestoft. Here single reefs were taken in the mainsail, foresail, and topsail; in addition to this sail she carried the forestaysail and jib, and worked to the northward through Yarmouth Roads, wind about east-north-east, strong breeze; many vessels were passed at anchor in the roads. At 11 a.m. a position favourable for running into Yarmouth was gained, but having failed to procure a pilot, the master, after ordering the anchor to be got ready, took the helm and steered for the harbour. The tide at this time was more than half ebb, running strong out of the harbour, and setting to the northward outside the piers. Of this fact the master of the "Meta" appears to have either been unconscious or failed to make due allowance for, for on entering this set of tide his vessel refused her helm, and was swept aground upon the north bank outside the north pier. The tug "Reliance" came to her assistance, but failed to be of any service. The Yarmouth lifeboat boarded the "Meta," and took the master ashore to obtain further assistance, leaving four of their own crew on board the schooner; by the aid of a large coble a rope was run to the north pier, but with the flood tide the wind and sea increased, and as the tide rose the "Meta" forged inshore until she struck the north pier, and soon after went to pieces. The crew, and the four men of the lifeboat, landed on the pier from the schooner's jibboom. It appears from the statement made in evidence by Bensley and Calver, two Yarmouth pilots, that stranding was certain to any vessel of the "Meta's" draught at the time of tide she attempted to take the harbour.

Having given careful consideration to the evidence in this inquiry, the Court are of opinion that Mr. Edwin Trebilcock, the master of the "Meta," is in default for stranding his vessel, by attempting to enter Yarmouth Harbour at a time of the tide when there was not sufficient water to admit his vessel. The Court, however, in giving due weight to the master's plea for entering the port, that is to say, his anxiety to get his vessel into a place of safety, and the probability of a gale coming on, and having regard to his long services and good character, consider that justice will be met by adjudging that he, the said Edwin Trebilcock, pay 10*l.* towards the costs of this inquiry.

R. D. Barber, Mayor.
Henry Teasdel, J.P.
John Steele, Ed. White, } Nautical Assessors.

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## "METEOR."

The "Meteor" was a ketch-rigged coaster, and built at Milton-next-Sittingbourne, in the county of Kent, in the year 1863. She was registered in London, was of 99 tons burden, and belonged to Messrs. William and Samuel Groom, and James Francis Mackrill, her master. Her crew consisted of four hands all told.

This vessel left Topsham, on the 3rd November last, with a cargo of about 160 tons of sulphur ore, under the command of Mr. James Francis Mackrill, who holds a certificate of service.

On the morning of the 7th she left Exmouth for London. The wind was then S.W., and blowing a strong breeze, which subsequently increased and shifted to the south. At 8 p.m. the topsail, topgallant sail, and mizen were taken in, and the peak lowered. At this time the sea was running high, and breaking over the deck. Shortly after 8 she was found to be making water; the three seamen were sent to the pumps, and the master took the wheel. In the course of that night the main sail was carried away; and at noon of the following day, the 8th, there were two feet of water in the hold, and increasing, notwithstanding the pumping that had been going on since the evening before. Shortly after noon, the weather moderated, and the ship was hauled to the E., and a signal of distress hoisted. At 3 p.m. the schooner "Johannes," of Dantzic, was seen standing to the S.E., and hove to. This vessel was unable, however, to lend hands to assist the "Meteor," as requested, or to take her in tow, feeling the risk of getting herself on to a lee shore. And at 5.30 p.m. the master and the three hands determined on abandoning the "Meteor," and took to their boat. They were safely taken on board the "Johannes," which landed them at Portland on the 16th of November. The "Meteor" was last seen about 9 p.m. on the day she was abandoned. She was described as being quite unmanageable, her sails having been carried away, and deep in the water.

The Court, upon these facts, and the meagre character of the evidence, exonerated the master from blame, and recommend that his certificate of service (which was lost with the ship) be renewed.

JOHN BALGUY,
Stipendiary Magistrate.

HY. HARRIS,
HENRY KNOX,
} Nautical Assessors.

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## "MIGNONETTE."

Sailed from New Amsterdam, Berbice, on the 12th of December last with a crew of 14 all told, bound for London, with a cargo of sugar, rum, and hides, drawing 12 feet 6 inches aft, and 12 feet 4 inches forward. The ship was well found in every respect, and perfectly seaworthy. She made the Wolf Light on the evening of the 18th of January last, and at 2.15 a.m. the Lizard Light bore north, about 10 miles, wind at the time south-west, and moderate, all plain sail set, and the night clear; the course was then set at E. by S., the distance run on the course was 77 miles, as shown by the log-book, and about four o'clock in the morning the weather became thick, foggy, and rainy. At noon, all plain sail being set, and the captain being unable to get an observation, or to see the land, the course was altered to E. but no alteration was made in the sails, although it was clearly proved the weather was very thick, and a fog-horn was being used; at that time the ship was going about eight knots and a half through the water. At four o'clock the weather and the course were the same, the main sail and other light staysails were taken in, and the speed reduced to six knots. At six o'clock the second mate took charge, the captain being on deck all the time. At half-past seven a plain light was reported on the port bow, but on the captain and mate going forward nothing could be seen of it, and the captain appears to have fancied it to be a fishing boat's light. About a quarter of an hour after the ship took the ground forward, the yards were braced up, but the ship remained a fixture, and commenced bumping; the sails were clewed up, and rockets fired, and eventually the lifeboat came alongside, and by the advice of the officer in charge of the lifeboat the ship was abandoned, and the crew landed safely. The tide at the time the ship struck was about low water. From noon until the ship struck the course of the ship appears to have been east, and she ran 54 miles, calculated by patent log. From the time the land was first sighted until the ship struck no cast of the lead was ever taken, which would have warned the ship of her close approach to the land. She seems to have filled the next tide, and it has proved impossible, up to the present time, to get her off, or save all the cargo, as she could not have gone ashore at a worse place on the Isle of Wight Coast.

In the statement of the captain read to the Court the loss of the ship is attributed to an error in the compasses, but whilst there is no evidence to show that there was any error in the compasses it does appear in evidence that no steps were at any time taken to ascertain their deviation.

*Judgment.*

The Court considers that the loss of the barque "Mignonette" was caused by the neglect and default of Lewis Abrams, the master, who holds a certificate of competency, official number 26,124, in not having taken such precautions in the navigation of the ship as were necessary and proper, especially that no cast of lead was ever taken, which would have warned him of his danger, and would have probably saved the ship. We have, therefore, suspended his certificate for the space of six calendar months, and it is suspended accordingly.

H. P. GORDON, J.P.
A. R. DE HORSEY, J.P.

C. S. BROOME,
A. RONALDSON,
} Nautical Assessors.

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## "MIRANDA," (S.S.)

The "Miranda" was an iron screw steamer belonging to Hull, official number 60,140. She was built at Stockton-on-Tees in 1868, her registered tonnage 865·73 tons, and she was owned by E. Leetham and others, at Hull.

She left Newport about noon on the 25th August, with a full cargo of 1,579 tons of smokeless steam coals, bound to Kiel, and had a crew of 23 hands, all told, including the master, Mr. Wilhelm S. A. Van Deurs, who holds a certificate of competency as master, No. 18,491.

After clearing the Newport River she met with strong south-westerly winds and a considerable sea, which caused her to ship some water, but not sufficient to necessitate the hatches being put on.

All proceeded well until about 6.30 p.m., when, as the wind was increasing and night coming on, the whole of the hatches were put on and battened down that time, until after daylight the following morning, the wind continued fresh, with a high sea, and the vessel shipped such large quantities of water that the look-out man on the forecastle had to be removed to the bridge.

After 6 a.m. the weather moderated, but the sea still continued so high that it prevented the hatches being taken off, without the risk of wetting the cargo. Nothing further of importance occurred until shortly after 12 p.m. The forenoon watch had just been relieved, and the first officer and the master were on the bridge, when about 12.15 a terrible explosion took place in the fore-part of the vessel, which was instantly enveloped in smoke and flame. The engines were at once stopped and boats got ready for lowering; meanwhile it was noticed that the whole of the fore-part of the vessel, from the foremast forward, had been blown up by the explosion. As some fire was seen, the donkey engine with hose was at once set to work, and in about twenty minutes the fire was distinguished.

The extent of damage is described as follows:

Nine beams broken.

Forecastle deck and all the berths blown to pieces.

Main-deck blown up as far aft as the foremast.

Iron bulkhead to main-hold bent aft some four or five inches.

Stringer plates on both sides lifted.

Main-rail split, and sheer-strake and bulwarks much disturbed.

The well was sounded, but the vessel made no water.

On mustering the crew it was found that Benjamin Davies, one of the crew, was missing, and is supposed to have been blown overboard, as portions of his clothing were found in the rigging.

The carpenter was most seriously burnt, and Thomas James, seaman, was also hurt. These two men were landed at St. Ives to receive medical help, about two hours after the accident, and were left in the infirmary there.

The "Miranda" then bore up for Cardiff.

The Court, on the evidence given before them, attached no blame whatever to the master, and they therefore returned him his certificate.

They find that this casualty is clearly to be attributed to an explosion of gas, caused by the use of a naked light near the scuttle of the fore-peak by the carpenter, previous to and when he opened the scuttle, the gas having found its way from the hold through the collision bulkhead.

The gas had accumulated in the fore-hold from the time the hatches were battened down on the evening of the 25th until the explosion took place, and had no means of exit.

It was stated in evidence that the whole of the cargo consisted of freshly wrought coal, none, with perhaps the exception of a few waggons, having been above ground more than 24 hours. In this state it was more dangerous than it would have been if exposed longer to the atmosphere.

After the loading was completed on the evening of the 24th August, the hatches were left off all that night until 6.30 p.m. on Wednesday evening, when they were battened down. From that time till the explosion, a period of 17 hours, the gas had been accumulating in the holds, which had no ventilation whatever.

After hearing competent and experienced mining engineers and other experts on the subject, the Court feel it their duty to offer some suggestions for future guidance with regard to these dangerous cargoes, and therefore respectfully ask the attention of the Board of Trade to the following points:

1. That all vessels about to carry cargoes of gaseous coal should be fitted with ventilating pipes or shafts at each end of either compartment or hold, that is, that there should be two ventilators in each hold or compartment, so fitted as to be constantly kept open.

2. That it is advisable in carrying this description of coal to leave a small space between the deck and cargo, so as to insure a free circulation of air between the ventilators.

3. That the master should be instructed to have the hatches off whenever practicable during the voyage.

4. That naked lights be strictly prohibited.

R. O. Jones,
Stipendiary Magistrate.
John S. Castle, } Nautical Assessors.
Chas. E. Pryce, }

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## "MONTAGU," (S.S.)

The "Montagu," official number 22,612, is an iron screw steamer, built at Low Walker, in the county of Northumberland, in 1855.

She is owned by John Bacon and another of Liverpool, at which port she is registered as 445·51 gross, and 283·11 net tons, her nominal power being 70 horse.

She had a crew of 20 hands, including her master, Henry Beckett, who held a certificate of competency for a home trade passenger ship, No. 100,862.

This vessel (being a regular coasting steamer, trading between Liverpool and Wexford) loaded a cargo of cattle and other live stock, and having received 30 passengers, sailed at 11 a.m. on the 24th of September 1875 from the wharf at Wexford bound for Liverpool, her draught of water being 9 feet 9 inches aft.

She was in charge of licensed pilot Martin Furlong, (the pilotage within the port of Wexford being compulsory).

The vessel, after sailing, duly proceeded towards the entrance of the port, and when near the Fort Point the pilot informed the master of the "Montagu" that in consequence of the strong wind on the night of the 23rd of September there was a good deal of sea outside the bar, and that if he, the pilot, went over the bar in the "Montagu" it would be impossible to take him out of the steamer, and that he would therefore have to be taken on to Liverpool. As this would have entailed some expense on the steamer, and as the master had on several occasions taken the "Montagu" in and out of Wexford without a pilot, he determined to and did discharge the pilot.

At the time the master took charge of the vessel, viz., about noon, the weather was blowing in strong squalls from the south-eastward, with rain at times; the tide was about three-quarters flood, and the vessel was in a narrow channel, about 100 yards wide. The pilot states that when he left the vessel in this narrow channel the wind and tide were strong on the vessel's broadside.

As soon as the pilot had left, the master gave orders to the second mate, who was at the wheel, to keep the vessel well to windward. She, however, in some 15 minutes after the pilot had left her, got over on the lee side of the channel, where her heel caught the ground; the engines were promptly put full speed astern, but the tide soon after beginning to fall she became fast. Signals of distress were made, when the pilot returned on board, but too late to be of any use. At 4 p.m. the tug came out and received the greater part of the passengers.

The crew were set to work to get the live cargo out of the hold ready for landing; in a short time the vessel sprung a-leak in the main hold, which soon overcame the three deck and one steam pump, so that the hold of the vessel filled with water; on the morning of the 25th the tug returned and landed the remainder of the passengers.

During the 25th and 26th of September the crew discharged the greater part of the cargo, and on the eve of the 26th the Wexford lifeboat took on shore all hands, except the master, mate, and engineer, who remained until the morning of the 27th, when they also were landed; subsequently arrangements were made for getting the vessel off the sand, and she arrived in Wexford Harbour on the 14th of October, no lives having been lost.

In reviewing the evidence in this case, it appears that the channels at the mouth of the Wexford Harbour are narrow, shallow, and varying somewhat in depth. So much so that vessels with pilots are frequently aground on them, and the steamer "Montagu" has herself been aground on a former occasion with the pilot, Martin Furlong, in charge; this person gave as his opinion that the master of the steamer was as well able to navigate the vessel as he was.

It is quite possible that, but for the strong wind and tide that was setting the vessel to leeward, he might have done so, but be that as it may the master was not justified in assuming the pilotage, and which resulted in the stranding of this vessel.

*Judgment.*

The Court, having carefully considered the evidence in this case, as well as the written statement of the master, are unanimously of opinion that the steamer "Montagu" was stranded through the imprudent act of Henry Beckett, her master, in discharging the pilot at the Fort Point, instead of compelling him to take the vessel over the bar.

The Court, however, taking into consideration the number of years during which Captain Beckett has navigated his vessel in and out of this port with safety, as well as the high character given him by the owner of the "Montagu," and all the witnesses, consider that the justice of the case will be met by pointing out to Captain Beckett his error, and warning him to be more careful in future.

The Court also desire to express its opinion, that the conduct of Martin Furlong, the pilot, was not free from blame, inasmuch as he did not caution the master of the "Montagu" against the influence of the wind, tide, and sea which was setting him to leeward, when he left her, and as he was bound to do according to the evidence of the pilot-master.

E. F.-G. Ryan, Resident Magistrate.
Ed. Solly Flood, J.P.
Edward Hight, } Nautical Assessors.
Geo. H. Forster, }

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## "MONTREAL."

The "Montreal" was a sailing vessel, barque rigged, and built of wood at Dumbarton in 1848, and registered at Newcastle of 461 tons in October 1875. She was owned by William Perlee Livingston and Arthur Frazer Paterson, her official number being 33,397. She sailed from Genoa in ballast bound to Doboy, in the United States of America, on the 7th January last in good condition, with a crew of 11 hands including the master, Mr. George Adams, who holds a certificate of competency, No. 12,569. All proceeded well on the voyage till noon on the 13th March, when she was in latitude 31.20 N. by observation, and longitude 80.06 west, the wind being moderate from the E.N.E., the weather being fine but hazy, and the vessel being under all plain sail. From this position a W. ½ S. course was steered, and the speed 4½ knots until 10 p.m., when the course was altered to west, upon which course she was kept till she struck. The lead was hove from time to time, and seems to have been carefully attended to. As they approached the coast the water gradually shoaled from 23 fathoms at 4 p.m. to the cast taken about 10 minutes before the vessel took the ground. Sights for the chronometer were taken before noon and afternoon, which gave the ship's position five miles to the eastward of the dead reckoning; observations were also taken for latitude by the Polar Star, which corresponded with the soundings given on the chart they were navigating by. Half an hour previous to the ship striking the look-out man was sent

aloft, but could see nothing; soon after the boatswain went about half-way up the rigging and reported two red lights about three points off the starboard bow, upon which the master gave the order to starboard the helm, and took a cast of the lead at the same time. She, however, took the ground before she had time to answer her helm, and after bumping for some time, during which efforts were being made to get her off by manœuvring with the sails she became fixed and finally a wreck. Signals were made for assistance after the vessel first grounded until daylight, but they were not noticed, subsequently a small boat with a pilot from a schooner a mile or more off, came to them, which boat became damaged and lost alongside. The wind and sea increasing, and finding they could not get her off, the master, by the advice of the pilot, left her (with the sea breaking over her) in her two boats, one of which being a lifeboat with all the crew and the pilot about 5 p.m. of the 14th, and landed with some difficulty on Egg Island, and proceeded in their own boats to Doboy the next day, and finally to Savannah. No lives were lost.

*Judgment.*

The Court, having carefully considered the evidence in this case, and the master's statement, find that the loss of the "Montreal" was occasioned by the deceptive haze over the land (towards which she was steering) obscuring the lights. It regrets that the master did not, when the water shoaled to 10 fathoms, heave the vessel to and wait till daylight under the circumstances of not making either lights or pilot.

The Court is, however, of opinion that the master was exercising his best judgment in the navigation of his vessel, especially attending to his lead and look-out, and consequently acquits Mr. George Adams of default for the loss of the "Montreal," and returns him his certificate, and Captain George Adams' certificate, number 12,569, is hereby returned to him accordingly.

WILLIAM HUNTER, J.P.
JONATHAN ANGUS, J.P.
EDWARD HIGHT, G. TREFUSIS HOLT, } Nautical Assessors.

## "MORA."

The "Mora," official number 2,157, was a brig built of wood at Sunderland, in the county of Durham, in the year 1848, her registered tonnage being 186·40. She was owned by Isaac Bedlington and others, and was registered at West Hartlepool.

The "Mora" sailed from Hartlepool on the 5th of April 1876, with a cargo of 308 tons of coal, with a crew of six hands all told, bound for Flemsburg. The "Mora" appears to have been well found and in good condition.

Nothing particular occurred until the 16th day of April 1876, when at 4 p.m. Darss Point bore south about four miles. At 6 p.m. a departure was taken from Darss Point then bearing east 12 miles, and a course shaped W.N.W., to pass through Femern Belt; ship was then under topsails, foresail, and main topgallant sail, the wind freshening from the eastward, speed about 6 knots.

At 9.45 p.m. the sails were shortened to double reefed topsails and foresail, having just sighted Ohlenborg Light, bearing W. by N., course was then altered to N.W., which was continued for about an hour. The weather at this time was thick and blowing hard, the light being only occasionally visible. The ship was kept N.W. about an hour, and then altered to W.N.W.; about a quarter of an hour after this the vessel struck on Puttgarden Reef and became a total wreck.

The sea breaking violently over the ship a boat was launched and the master and crew remained alongside to leeward until daylight, when they abandoned her, reaching the shore safely. The ship's log-book was not saved and the master and crew were unable to save their personal property.

*Judgment.*

The Court having carefully considered the evidence, are of opinion that the master of the "Mora," Mr. Henry Beane, after taking a departure from Darss Point did not take proper precaution in navigating his ship, inasmuch that after sighting Ohlenborg Light, "the weather at that time being thick," he did not verify his supposed position by frequent use of the lead, to the total neglect of which the Court consider the loss of the "Mora" attributable.

The Court, therefore, consider the master, Mr. Henry Beane, in default, and therefore suspend his certificate as master for three months, to date from the 18th of May 1876.

The Court suggest that a mate's certificate be granted to Mr. Henry Beane.

WILLIAM GRAY, J.P.
EBEN. SEP. JOBSON, J.P.
C. S. BROOME, WILLIAM CURLING, } Nautical Assessors.

## "MOUNT ROYAL."

The "Mount Royal," official number, 33,589, was a ship built of wood in the state of Maine, in the United States of America, in 1856, her foreign name being "J. Morton." Her dimensions were as follow: length, 180.8 feet; breadth, 37.6 feet; depth, 25.1 feet. She had a round house and a half poop, and there was a house on deck for the crew. She was registered at Liverpool as $1{,}228\frac{47}{100}$ tons.

In January 1873 she was re-classed at Liverpool for the American Lloyd's A* A 1 for four years.

This vessel having laden 503 tons of coals on owners account, and about 100 tons of ballast, was lying in the Albert Harbour, Greenock, on the 5th of November last 1875, when she was boarded by Mr. Mills, Board of Trade Surveyor at Greenock. Mr. Mills surveyed her, and ordered the waterway seams and butts to be caulked. He also ordered a new cross jackyard to be fitted, as the one then aloft was defective. This surveyor states that he carefully examined the hull of the vessel, the fore and main hatches being open when he examined the 'tween decks, but that he used no other light below the 'tween decks than 20 or 30 small wax matches. He also states that he probed the deck beams, lodging knees, breast hooks, and apron, but that he did not tap any of the bolts to see if they were broken. The caulking ordered was completed, and a new cross jackyard placed on board, but it was not mounted with ironwork, nor was it sent aloft in place of the defective yard.

The first mate states that the upper main topsailyard was decayed on the starboard yardarm, and that he heard the carpenter report to the master while in harbour that the cross jackyard and the upper main topsailyard were rotten.

The carpenter states that he reported this to the master, and also to a gentleman who he thought was a surveyor, and that the master said the surveyor was satisfied. The Board of Trade Surveyor denies seeing the carpenter. The carpenter also states that the foreyard was rotten. If so it was not observed by any of the crew, and the statement is not borne out by the evidence, and the second mate stated that he heard no statement in regard to this yard being defective till after he came back to Greenock.

The vessel's crew consisted of 26 hands all told, and she was commanded by Captain Scobie, who holds a certificate of competency.

Captain Scobie had only joined the vessel on 6th November 1875, the owners and former master having parted a few days before, owing to their having had a difference in regard to wages.

The owner stated that Captain Scobie had no power of himself to order stores, seeing that both owners and agents were so near at hand, but that he had instructions, both verbally and in writing, to let the owners or agents know of everything he wanted.

The vessel left the Albert Harbour on 10th November 1875, and lay at the tail of the bank till the 12th, when she sailed for Sandy Hook, near New York, there to receive orders to load a cargo in a North American port for the United Kingdom. At the time of sailing her draught of water was 14 feet 10 inches forward, and 15 feet 6 inches aft, and the lower bow ports it was stated by the mate were, he thought, from 2 feet to 2 feet 6 inches out of the water.

The copy of the register before the Court states that Mr. Alexander Osborne, of Glasgow, was sole owner, and that Mr. Robert Clark Steel and Mr. John Craig were joint mortgagees for 64 64ths. The said Mr. John Craig, however, appeared before the Court and stated that in August 1874 he and the aforesaid Mr. Steel had become joint owners of the vessel, and that he (Mr. Craig) was managing owner.

The first time Mr. Craig was examined in Court he stated the original cost of the vessel to Mr. Steel and himself to have been about 8,000*l.*, and the second time he stated it to be 7,700*l.* It is but just to him, however, to say that on the first occasion he had not expected to be examined, and had not brought particulars from his books. He could not tell the cost of the 503 tons of coals. He stated the insurance to be as follows: on hull at Lloyd's, 2,300*l.*, at 10*l.* 10*s.* 0*d.* per cent., and in America 3,000*l.*, at 6*l.* 6*s.* 0*d.*

per cent. for the voyage out and home. The 503 tons of coals were insured, cost and freight, at Lloyd's for 1,000*l.*, at 5*l.* 5*s.* 0*d.* per cent.; total insurance, 6,300*l.*

In March 1875 the vessel was docked at Milford, when her copper and boot top were taken off, and she was thoroughly caulked, the seams being filled flush, but not recoppered. This repair cost, as per bill lodged in Court, 742*l.* 9*s.* 0*d.* Accounts were also lodged in Court for other repairs done to her at this time, and for ropes, sails, and others furnished to her, amounting in all to about 350*l.* Since March 1875 she has made a voyage to Quebec, and was thereafter repaired at Greenock in November 1875, immediately before starting on her last voyage, and the account for carpenter's work (including caulking in the fore bow ports, and a new cross jackyard), lodged in Court, amounts to 24*l.* 18*s.* 5*d.* There was also a blacksmith's account for 21*l.* 0*s.* 5*d.*

When the vessel left Greenock for Sandy Hook, of the sails then bent to the yards, the following were good, viz.; foresail (new), inner and outer jibs, fore and maintopmast staysails, spanker, upper fore and mizen topsails, and the canvas of the lower topsails was good, but the ropes were not good. There was no mainsail in the ship, and the spare foresail (an old one) was bent in lieu of the mainsail. The remainder of the suit was in fair order. There were on board nine bolts of canvas, of various numbers, and several spare remnants, stated by the sailmaker to be equal to one bolt.

The spare sails on board were as per list made by the sailmaker immediately after sailing and lodged in Court, 21 in number, of which the foretopmast staysail, topgallant staysail, upper foretopsail spanker, lower mizen topgallant sail, and mizen topgallant sail were good. The other spare sails were in his opinion either half worn or bad.

The running rigging is stated to have been in bad order. The mate, however, states there were six coils of spare rope on board, and all damage done during the voyage to the running rigging, was replaced with these.

The hawsers on board were 30 fathoms of 14-inch not in good order, and 25 fathoms of 7 inch half-worn, and 60 or 70 fathoms of 6-inch good. There were also 50 fathoms of a 5-inch 4-stranded lanyard rope on board.

She had three good boats, namely, one 23 feet, one 25 feet, and a gig.

She had a spare topmast on deck, and a small spare spar that would make a topgallant yard, and an old condemned lower yard was also on board.

The anchors and bower cables were sufficient. There was no stream cable, but there was a piece of old mooring chain on board as a cable for the stream anchor.

The steward states that the provisions were enough for the voyage out.

In this state the vessel commenced her voyage, and for the first few days the weather was moderate, and she made very little water, but on the 16th November she encountered a strong gale, and the vessel was pumped for about 25 minutes every two hours with one pump going. On the 18th November the foot rope of the lower foretopsail carried away in a very heavy squall, but the sail was replaced by the spare lower topsail. The topsail downhaul and the bunt lines carried away about this time (although no dates are given), but were replaced from the spare rope.

The weather, as shown by the log-book between the 12th and 24th of November, was moderate for the time of the year, with occasional strong gales and heavy squalls.

On the 24th of November, while some of the crew were in the hold trimming coals, they saw daylight through some of the seams in the starboard lower bow port. On examining it they found the oakum had gone entirely out of these seams, and that the bows and breast hooks of the vessel were working, whereupon the crew went aft to the master and requested him to return with the vessel to port.

The master refused, and the men returned to their work. The captain asked the carpenter his opinion. The carpenter who had not then examined the state of the bows, replied that she did not make too much water, and soon after this he (the carpenter), with the first mate, boatswain, and others, took a globe lantern and examined the bows. The carpenter states that he saw daylight through the seams in the bow port, and that the oakum had quite gone out of these seams; that when the vessel rolled the breast hooks worked 1½ inches, and that when she dipped the apron and the breast hooks separated, and that about 14 bolts in each of the three breast hooks in the lower hold were slack, and working from a half inch to an inch and a half. He thinks the bolts must have been broken. He tried them with a hammer. The vessel also worked at the wood ends next the stem. On looking at the bows outside they could see that the fore body of the ship as far aft as the fore rigging had worked a large quantity of oakum out of the seams. The other parts of the vessel had not worked in any way, not even the waterway seams. The carpenter having put battens over the seams in the bow ports, reported the state of the bows to the master, and said that she might reach New York, but that he would not come back in her if she were loaded deep. This report of the carpenter as to the state of the bows is supported by the evidence of the first mate, sailmaker, carpenter's mate, steward, and four seamen. The second mate states that he saw the bows working, and the breast hook bolts working a quarter of an inch. All these persons state that although the vessel looked well in dock at Greenock, they don't consider that she experienced any weather up to this time to cause the state in which the bows were found to be, and that in their opinion she was not in a seaworthy state about the bows when she sailed from Greenock. Against these statements, which are mere matters of opinion, there is the direct testimony of the Board of Trade Surveyor, who depones that he examined the 'tween decks and could find no defects there, and that he carefully examined the lower decks, so far as the cargo would allow him, and did not find any defects; and that, as responsible shipwright to the Board of Trade, he did not see anything to warrant his ordering the vessel to be detained as unseaworthy, and there is also the testimony of Captain Berryman, a practical shipwright, who had been master of her for three years, and only left her on 7th November 1875, and who says that in Greenock Harbour in that month he examined her, though not minutely, and though well acquainted with her below did not detect anything unusual.

On the 25th November there were strong gales and heavy squalls, and while the vessel was under lower foretopsails a portion of the cargo shifted to leeward, causing her to have a heavy list to port. On this day, and during this weather, the defective cross jackyard carried away at the slings, and was not replaced; the foretopsail sheet also slipped, and the sail blew away, but the other foretopsail which had been repaired was bent in its place.

On the 27th of November there was a strong gale with cross turbulent sea, and the ship was labouring very heavily, and was said by the crew to be making four inches of water per hour, and at 8 a.m. of that day they again went aft to the master and requested that the vessel might be taken back to a safe port. The master wished to proceed on the voyage, and stated that as the vessel was halfway across the Atlantic, it was as near to go on as to go back, and that he would go into Halifax or St. John's for repairs. The crew, however, refused to agree to this, and as the master would not bear up for the eastward, they all, with the exception of the officers and carpenter, knocked off work, stating that in their opinion the vessel was not in a fit state to meet westerly gales, such as at that time of the year she might expect before reaching America. The crew thereupon left the deck and remained off duty 24 hours. The pumps were not attended to during this 24 hours, and notwithstanding the crew's statement that the vessel was making four inches of water per hour, and that it is in evidence that when the men refused duty there was only 14 inches in the vessel, the entry of the mate in the log-book states that at the expiry of this 24 hours, there was only four feet of water in the hold. The leakage and working of the bows would therefore seem to be exaggerated. During the time the men were off duty, two of the main staysails split, and one of the witnesses stated that this happened owing to there being no one to take them in. At the expiration of 24 hours, the master, finding it impossible to navigate the vessel with the officers and carpenter, turned the vessel's head and bore up for the eastward, shaping a course for the North Channel, and the crew returned to duty. At this time the vessel was in latitude 52° 30″ north, and longitude 33° 41″ west. On the passage back the prevailing winds forced her so far to the northward that she could not fetch up the North Channel, and on the 14th December they sighted Barra Head in the Hebrides, distant about 23 miles, and bearing south and by east ½ east, and not being able to weather the head she tacked and stood out to the westward, and continued trying to work to windward until the 17th, when, as she was drifting down on the island very fast, the vessel bore up and came through Bernera Sound, and came to anchor in nine fathoms water, and she there with two anchors rode out a gale. On 18th December, the master having been informed by a local pilot that her anchorage was dangerous, he weighed and proceeded to Vatersay Bay, having the assistance of a pilot named Donald Sinclair. When the vessel had got into the entrance of this bay the wind came off the land, and the vessel attempted to beat in, while so doing on the third tack, on account of the wind shifting, she missed stays, and there being no room to wear the ship the starboard anchor was let go, in swinging to which her heel caught on a sunken rock, and she became fast. The assistance of a boat from the shore was obtained, and a kedge anchor with a warp

was run out. While the vessel was in this position the wind freshened to a gale, and the warp parted in a squall, and the ship drove. An attempt was made to let go a second anchor, but the cable fouled on the windlass, and the vessel drove broadside on the shore, and became a total wreck. The captain and crew got ashore in safety, no lives being lost.

The Justices having carefully considered the evidence adduced, find as follows:—

1. That it is not proved that the hull of the "Mount Royal" was in an unseaworthy condition when she left Greenock upon her last voyage, but that it is proved that her equipment was defective.

2. That considering all the circumstances as brought out in the evidence, the master was on the 27th November justified in returning with her, and in seeking a safe anchorage.

3. That the stranding of the vessel is not to be attributed to any default on the part of the master, officers, or crew. The Justices therefore return Captain Scobie his certificate.

ARCHIBALD ADAM, J.P.
WM. NEILL, J.P.

We concur in the above judgment except in regard to the findings Nos. 1 and 2, it being our opinion with reference to No. 1 that the vessel was unseaworthy in the hull as well as in the equipment when she left Greenock, and with reference to No. 2, that on 27th November last, considering the unseaworthiness of the vessel, the master was justified in returning with her, and seeking a safe anchorage.

GEORGE H. FORSTER, GEO. BURNETT, } Nautical Assessors.

## "NEDA."

The "Neda" was a barque-rigged vessel of 374 tons register, built of wood at Pallion, in the county of Durham, in 1857, she was owned by Mark Thompson, of Newcastle-upon-Tyne.

She left Dublin, in ballast, on the 17th January under the command of Mr. Joseph Clarke, with a crew of 11 hands all told, and two passengers, bound for Newcastle, and proceeded safely on her voyage until the 23rd, when about 1 p.m. the weather became thick with rain, and the wind was blowing a gale from the S.S.W.

Land which had been seen until this time was now obscured by the fog; at about 3.30 p.m. it was again sighted close under the lee of the vessel, when she was hauled up to the wind, and almost directly afterwards land was seen on her weather bow; there was now no room to wear the vessel, and she was therefore run ashore, upon what was afterwards discovered to be one of the Shiant Islands. The vessel immediately afterwards began to break up, and the crew took to the boats and landed about 9.30 p.m.

It has been shown in the evidence given in this inquiry that neither the log nor lead was used at any time, and stress laid upon the fact. Against this the plea has been advanced and accepted by the Court that in the present instance where the navigation led through waters where frequent changes of courses were necessary, and where the set of the tides was more varied than the courses, and very irregular in strength, the log would have been a most uncertain guide. It has, however, been made clear to the Court that each headland and light was made and passed in due course, and until she was hove to at 4 p.m. on the 22nd, when still "hove to" at 1 a.m. on the 23rd land was made to leeward earlier than expected, the ship's position was readily realized and prompt action taken; again the Ushinish Lighthouse was made as steered for, and passed about two or three miles distant. From this position the land was visible until they reached Cape Renish, about 1 p.m. A course N.E. by E. was now steered, evidently to pass through the narrow strait west of Shiant Islands, but the weather becoming thicker, and the gale and sea increasing, the course was changed to east about 1.20 p.m. to pass through the wider channel, east of the above islands. At 3 p.m. the fog having become more dense, and the gale having strengthened to endanger the sail set (two lower topsails, foresail, and foretopmast staysail), which it was necessary to carry to clear the islands before dark, the course was changed to E. by S. to give the islands a wider berth; all hands were on deck, and a close look-out was kept for the land. About 3.40 two high rocks were passed, and immediately after the land was made to leeward and ahead the ship was "hauled to the wind" on the starboard tack, and headed S.E., but at this course she would not clear the land, and as the vessel was drifting rapidly inshore, and there being no prospect of clearing the land on the port tack, the master resolved to beach the vessel, and save life, and if possible secure her while he had daylight.

The lead could have been of no service until within 15 minutes before the ship was beached, it would not have been prudent to heave to for a cast of the lead at this time.

After carefully weighing the evidence given in this inquiry, the Court consider Mr. Joseph Clark, the master of the "Neda," free of default for the stranding of his vessel. The courses steered from Cape Renish, his last departure, are prudent courses, and under ordinary circumstances would have taken him well wide of the east end of Shiant Islands. The Court can only account for the position of the vessel as discovered when close upon the island to a northerly current caused by the strong southerly gale, which operating on the weather beams of the ship when steering east set her to leeward, but finding that the master was constantly at his post with his crew well in hand, and a careful look-out was kept, they acquit the master of all blame, and return him his certificate.

JOHN BURRELL, J.P.
THOMAS BELL, J.P.

JOHN STEELE, C. S. BROOME, } Nautical Assessors.

## "NEW WABENO."

The "New Wabeno," was a wooden ship, built at Miramichi, N.B., in 1870, of 873 tons registered, and classed A 1 at Lloyd's, for nine years, and she was owned by Messrs. Muirhead and Son, merchants, of the same place. She was commanded by Mr. Patrick O'Neill, who holds a certificate of competency as master, originally granted in July 1863, renewed 14th June 1872. She had a crew of 17 hands all told and one passenger. This vessel having laden a cargo of guano, in bags and bulk, amounting to the estimated quantity of 1,240 tons, sailed from the Island of Lobos, near the coast of Peru, on the 20th July 1875, bound for Queenstown. At the time of sailing her draught of water was 18 ft. 5 in. forward, and 19 ft. 4 in. aft. During the first month after leaving Lobos nothing of importance occurred, the vessel experiencing fresh trade winds, and the pumps requiring to be worked for three or four minutes every four hours. On the 21st August, the ship being in lat. 42° S. and long. 89° W. came into heavy gales from S.W., and she strained and worked so much that she opened the waterway seams, and the butts in the topsides amidships, and broke the lead scuppers, so that a large quantity of water entered the ship amidships from the upper works, and remained on the top of the guano, and it was necessary to keep the pumps constantly going. An unsuccessful attempt was made to stop the leaks, but the gale increased, and the vessel made water above and below the cargo, so that all hands had to be employed pumping and baling. On the 27th of August John Lewis, a boy, fell from the topsail yard into the sea during the continuance of the gale, and was lost, and six men working at the pumps were much injured, and four were quite disabled. Twelve men only remained fit for duty. As the leak was still increasing the master determined for the safety of life, and hoping to save his ship, to run for the Straits of Magellan, the vessel then being in lat. 57° S. and long. 78° W. On the 28th the wind shifted to N.W., and the vessel was hauled off the land for a few hours, when she again proceeded, and on the 29th came to anchor under the lee of Noir Island, in lat. 54° 30′ S. and long. 73° W.; at this time the water in the hold had risen pretty well up to the between deck beams, notwithstanding that all hands, including the master, had pumped and baled night and day since the 21st. During the night of the 29th the American sealing schooner "Charles Shearer" arrived and tendered assistance to the "New Wabeno," and though her crew wished at once to abandon her, the master refused to leave his ship, still hoping to get her into port. On the night of the 30th, the wind having shifted to N.E., the schooner removed to the other side of the island, and on the morning of the 1st of September the "New Wabeno" slipped her cable, and followed the schooner, the water in her at this time being 14 feet deep and still increasing. On the same evening, after consultation with his officers and crew, and with the master of the schooner, he decided to abandon her, and about 6 p.m they left the "New Wabeno," which was driving at her anchors, and fast settling down bodily. On the following morning she was nowhere to be seen. The master of the American schooner

carried the shipwrecked crew safely to Sandy Point, in the Straits of Magellan, from whence they were forwarded to Liverpool.

In this case the vessel was clearly lost owing to perils of the sea, through the bad weather she experienced a month after leaving Lobos. The master, who was well seconded by his officers and crew, appeared to have done all he could for the safety of his vessel, and only abandoned her when it was necessary to do so for the safety of life. The Court returned his certificate to Mr. Patrick O'Neill with much pleasure. The Court was informed that the vessel was totally uninsured.

T. S. Raffles,
Stipendiary Magistrate.
Edward Hight, } Nautical Assessors.
Geo. H. Forster, }

## "NOTRE DAME."

The smack "Notre Dame," official number being 56,359, was supposed to be built in France, but what date or place is not known. In the year 1867, she was registered in Yarmouth of 29 $\frac{79}{100}$ tons register. There is no record of her previous owners. Her length was 54 feet 8 inches, beam 17 feet 3 inches, depth of hold 7 feet, and stated in evidence to draw 9 feet. In the year 1867 Mr. George Nicholls purchased her for 200*l.* and laid out 300*l.* upon her, and in 1872 he sold her to Mr. Jenkinson. On the 15th of May 1875 he transferred her to Mr. Garson Blake, ship builder, for 85*l.* as part payment for a vessel Mr. Blake was building. Three days after, viz., on the 18th of May 1875, Mr. Blake sold her for 85*l.* to Mr. James Edward Knights, who is a baker in Yarmouth, and he became sole owner and manager. At this time the vessel was in Mr. Blake's yard, and he in accordance with Mr. Knight's instructions examined her, and found the timbers planking to be of French oak, galvanized iron fastened all over with no treenails, but found the bilge to be weak, and to strengthen it he put two bilge planks on each side, $3\frac{1}{2}$ by 11 inches, 25 feet long, of pitch pine, from bulkhead to bulkhead, driving the bolts from outside and clenching inside; each butt end was re-fastened with a bolt clenched inside, and he also put a new mast into her. The total cost of the repairs to the hull was 21*l.* 2*s.* 10*d.*, and the sum of 19*l.* 6*s.* was expended for fittings and stores; when she left he considered her fit to go to sea. She had two pumps at this time, and carried one boat 16 ft. long, and 5 ft. 6 in. wide, 2 ft. 6 in. deep. When these repairs were effected, she proceeded, under the command of Mr. Robert Albrow, who holds no certificate, and this being his first voyage as master, with a crew of six hands all told, to the fishing ground, and made two voyages, each of six weeks duration, during which time she made only a little water, but on returning over the bar at Yarmouth in tow, she touched the ground slightly, though not sufficient to make her leak; after this she went to sea for a week. The owner, as she had touched the ground afterwards on the 1st of September, had her docked in Mr. Beeching's yard, and he was told to do all that was necessary, he accordingly put 16 more bolts into the bilge, and two seams in each bilge were caulked amidships, but not the whole length of the seam, costing about 3*l.* 10*s.*, exclusive of ironwork. A new pump of six inches diameter was put into the vessel, but this was so fitted that the smaller pump could not be worked at the same time. On the 6th of October, after this repair, she proceeded to Smith's Knowle, about 23 miles from Yarmouth, making only the usual amount of water, which a short spell each watch cleared. On the night of the 9th October she experienced a heavy gale and sea. The next day, October the 10th, about 11 a.m., the master found over two feet of water in the ship, and the pump was set to work and finding they could not gain on it, the crew proceeded on their way to Yarmouth.

The pumps were kept continually going with all hands during the whole afternoon, and a press of sail kept on the vessel in hopes of getting in, but at about 7.15 p.m. the water had so gained as to be over the floor of the cabin, and a fare-up was burnt; shortly afterwards the "Christobel" cutter; sent her boat to the "Notre Dame," but could spare no hands; the boat of the "Notre Dame" was then launched, and her crew proceeded in it and went on board the "Christobel," and in a quarter of an hour the "Notre Dame" was seen to go down. The crew of the "Notre Dame" were afterwards transferred to the smack "Staff," and landed at Yarmouth on the 11th of October. The vessel was not insured, nor was she in any club, and she was a total loss to the owner. The value of a new smack (exclusive of fishing gear) of this size is about 450*l.*, this vessel cost only 125*l.*

*Judgment.*

The Court are of opinion that the "Notre Dame" was lost in consequence of her suddenly springing a-leak, and that no blame whatever is attributable to the master and crew, who used all their endeavours to save the vessel.

For want of sufficient information as to her age and other particulars respecting her, they are unable to state positively whether or not she was a proper and safe vessel to send to sea on such a voyage, but the Court are strongly of opinion that vessels of this doubtful character should not be sent to sea by their owners, without being previously surveyed, and pronounced seaworthy by a competent authority.

Henry Teasdel, J.P.
Chas. Woolverton, J.P.
Ed. White, } Assessors.
S. T. Cornish, }

## "OCEAN WAVE."

The "Ocean Wave," official number, 24,519, was a wooden vessel, of the burthen of 184 tons per register, was built at Sunderland in the year 1847, and at the time of her loss was owned by Mr. John McKenzie, and two others, all of Blyth, in the county of Northumberland, and commanded by William Slater, the master, who holds a certificate of competency, No. 16,902.

She sailed from Blyth to Riga, on the 30th September last, coal laden, and after discharging cargo there took in a cargo of deals, all stowed under the deck, and sailed from Riga on the 30th November with a crew of seven hands all told, bound for Leith. It is in evidence that the ship was in good condition. Up to the 3rd of December they encountered very bad weather and head winds, on the morning of the fourth they took a departure from Lyserort bearing south-east and distant eight miles; and having the wind east by north, blowing a gale and a high sea running. All went well up to 2 p.m. of Sunday, the 5th, when they sighted Bornholm, and made for Hammeren Point, and got abreast of it about 4 p.m., two miles to the north-west, and making in under the lee of the island, intending to anchor there for the night. On leaving Riga they had hard frosty weather, and encountered a good deal of ice. All round the bows the ship had a heavy coating of ice extending to abaft the foremast, and when the sea broke on board at intervals it froze still more, and accumulated and put the ship down by the head two or three feet, making her to steer very badly and difficult to manage. As soon as they got round Hammeren Point they put the ship's head south-west and by south, and subsequently S.S.W. and S. by W. In the meanwhile the anchors and cables had been cleared and made ready to let go as soon as they had got what they considered fair anchorage ground between Hesler and Ronne. The master was on deck on the look-out himself, whilst the crew were getting ready to bring up; when between Hesler and Ronne they were overtaken by a sudden squall, which struck the vessel and caused her to broach to, but the helm was put hard up, and the vessel payed off a little, but almost immediately came to the ground, variously estimated at about three-quarters to half a mile from the shore, striking on the rocks heavily forward. She turned round head to wind, and the yards were hove aback, which caused her head to swing round, but she hung on the rocks by the stern, and did not come off. The sea commenced to break clean over her, and in seven or eight minutes the ship filled with water, and commenced to break up and became a total wreck. The crew were fortunately rescued by the rocket apparatus at about 9 p.m. No lives were lost.

In considering the causes which led to the loss of this vessel, we are forcibly reminded of the absence of user of one of the principal means for clearing shoal water—the lead. There were difficulties in the way of managing the vessel properly, by her being so far down by the head from the weight and presence of ice. Those difficulties, however, only necessitated, in our opinion, the greater need for its use. The master says he has been at this place on previous occasions, and thought he knew the place sufficiently well to do without it, but we do not consider his very limited experience of the coast justified him in steering by shore objects alone, especially at night. His charts did not sufficiently indicate the reef of rocks upon which the vessel was wrecked, being on too small a scale. They had both leads on deck, and yet never thought of using either whilst

they were seeking for an anchorage, which the lead would have given them the best guide to.

Everything else appears to have been attended to with care and attention, and what might be expected from a careful master and well disciplined crew, but the fact remains that the recognised and highly valued use of the lead was totally neglected. The land was white with snow and it is natural that distance might very easily be miscalculated, which the use of the lead would have more certainly determined; yet at the same time we are not unmindful of the dangers of navigation, and the severe and trying weather in the Baltic in the month of December. We think there are mitigating circumstances in this case. The crew appears to have been a fair average specimen, and the master otherwise careful and attentive.

The Court, however, finds the master guilty of default for the non use of the lead, which, in my opinion, would have prevented the casualty, and conclude to punish him, and I do therefore adjudge that the certificate of the master, William Slater, be suspended for three calendar months from this date.

*Judgment.*

The question which I have to consider in this case is whether, under the circumstances, in which this vessel was placed, the captain observed those necessary precautions for her safety which it was his duty to do. The evidence which has been produced in this inquiry is, in my opinion, conclusive that he did not make use of one of the most necessary and useful safeguards, namely, that of heaving the lead. It appears to me that in the position in which the vessel was shortly before she struck, and taking into consideration her close proximity to the land, and to the fact that night had then set in, I cannot, although I make every allowance for the probable effect upon the master and crew of the hardships from which they appear to have been suffering at the time, exonerate the captain from a clear neglect of duty in not using the lead, and thus omitting the necessary means for ascertaining his true position. I therefore find him in default, and in the discharge of my duty, but with considerable regret on account of his high character, think it necessary to impose a moderate, though substantial punishment upon him. I therefore adjudge that the certificate of William Slater, the master, be suspended for three calendar months.

J. A. YORKE,
Police Magistrate.

B. G. W. NICOLAS, R. WILSON, } Nautical Assessors.

On the application of the master, William Slater, I recommend the Board of Trade to grant him a certificate as mate during the suspension of his master's certificate.

J. A. YORKE,
Police Magistrate.

B. G. W. NICOLAS, R. WILSON, } Nautical Assessors.

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## "ODER," (S.S.)

The "Oder" was an iron screw steamship, built at Hull, in the year 1861. Her official number was 42,527. Number and port of registry, 35, Hull. She had one deck and a poop, two masts, was brig rigged, elliptical stern, clench build, no galleries, her framework being iron. Her length from fore part of stem under bowsprit to aft side of head of stern post was 200 feet. Main breadth to outside of plank 27 feet 5 tenths; depth in hold, from tonnage deck to ceiling at midships, 15 feet; length of engine-room, 31 feet 6 tenths.

She had two engines, of 100 horse power combined. Her tonnage under tonnage deck was 551·01 tons, gross tonnage 693·95 tons, registered tonnage, 556·01 tons.

The "Oder" was a steamer belonging to Messrs. Thos. Wilson, Sons, and Company, of Hull, and was about 556 tons register. Her official number was 42,527. She was an iron vessel, built at Hull, schooner rigged, with a crew of 19 hands all told; she had five boats, that is two lifeboats, a jolly boat, and two clinker built boats. All were in good order. She was built and certified for passengers, but there were none on board at the time she was lost. Her boats had been overhauled a fortnight before leaving Liverpool, on October 7th, and all but one put into the water.

The evidence before us is that she was a very strong vessel, well fitted in every respect, and I see no reason to doubt this statement, qualified with this remark, that the boiler had not been lifted for seven years, and independently of the wear and tear of such lengthened service, I am led to think that it would have been very desirable to have been enabled to form an opinion from more conclusive proof than we have, as to the exact state of the cement, &c. underneath her boiler, which were not sufficiently accessible without the lifting of the boiler.

We see no reason for objecting to the manner in which she was laden.

Her cargo was principally cases of bacon, bags of rice, caustic soda, bales of cotton, a small quantity of sheet iron, hides, &c. She was loaded by a stevedore, the chief officer and second mate keeping their eyes on the cargo as it went down.

The caustic soda was in the after hold in iron drums, quite at the bottom, just against the bulkhead next the engine-room.

She had three water-tight bulkheads, iron, one on each side of the engine-room, and one between the fore hold and the main hold. These were in addition to the collision and aftermost bulkhead, which were in accordance with the regulations.

There was no deck cargo—none at all. She drew 15·1 aft and 12·4 forward. Her freeboard was 2 ft. 6 in. on leaving Liverpool. She had no disc, the new Act not having then come into operation. She left Liverpool on Thursday the 7th of October, about 4.30 p.m., the wind being strong S.W.

On the Monday following (the 11th), she passed through Pentland Frith. They had strong winds and squally weather from leaving Liverpool, and rounded Cape Wrath on Sunday, about 4 p.m., wind N.N.W.

The wind settled to some extent, but the sea was heavy while in the Frith. The "Oder" took her last departure at the Noss Head, near Wick, about 9.30 a.m. on Monday the 11th.

There were light variable winds and a heavy head sea until Wednesday, the 13th October, and the "Oder" shipped a few seas.

On Wednesday, the 13th, it was blowing a strong breeze, which increased to a gale by noon, wind to southward and eastward, with rain and squalls. The trysails were double-reefed at noon, the "Oder" being still under steam, heavy sea, wind and sea increasing. On that day (the 13th), about 9 a.m., water began to come into the engine-room, but it could not be discovered where it came from; at that time there was not more in the after hold than usual.

The pumps were sounded every four hours, but they found no water until Thursday afternoon, when water was found in the after hold, which the second mate describes as about 14 inches, while the chief mate says it was on the floor of the after hold. At that time, the water in the engine-room was six or seven inches higher than in the after hold, and about 4 p.m. the hand pump on deck was rigged and worked continuously to Friday at 1 p.m., when it became choked.

About 2 or 3 p.m. on Friday, the 15th, the chief mate says that there were five feet of water in the after hold, right aft, and that between 8 and 10 p.m. there were five feet; and at midnight between six and eight feet in the engine-room, while the second mate states that in the after hold between 6 and 8 p.m. there were eight or nine feet of water in the engine-room, and six or seven feet in the after hold.

On Saturday, the 16th, at 6 a.m., the chief engineer tells us that the water in the engine-room was 8 or 10 feet.

The various means resorted to by order of the captain, by bailing, pumping, &c., with a view of checking the increase of the water, are fully detailed in the evidence, and seems to embrace all the expedients that could have been adopted.

About 2 a.m. (Friday) the "Oder" became unmanageable, and about 4 a.m. about 90 fathoms of chain cable were paid out through the hawse pipe, in order to keep ship's head to the sea, but it did no good.

The ship was labouring heavily, and straining and rolling, rails under. After that the forepart of the "Oder" was never continuously dry. About 6 a.m., on Friday, the 15th, all the fires were out, and the donkey fire was lit at that time (6 a.m.) and some of the men were again set to bale, and the hand pump was still kept going. The hand pump on deck became choked about 1 p.m., and the donkey pump went on working until about 10 p.m., when it was choked also.

It would seem from the evidence, that from and after Thursday evening the caustic soda in the after hold had impregnated the water, and the chief engineer, second engineer and others, were severely injured by being obliged to come in contact with the water thus impregnated, while the action of the pumps was to some extent affected by the soda, and ultimately became choked.

On Saturday morning, about 1 a.m. (16th), signals of distress were exhibited, as a vessel was passing at the time,

but the vessel continued on her course as if she did not see them.

Two other vessels that passed between 1 and 3 a.m. were also signalled, but they did not appear to notice the "Oder." About 3 a.m. a brig bore down on the "Oder," having noticed the signals. The captain of the "Oder" requested her to stand by until daylight, and she did so, being the "Andreas," of Norway, Nielson master, bound from Stockholm to Oporto. About daylight a survey was taken of the "Oder," and all, that is the captain, first officer, chief engineer, and second mate, came to the conclusion that the "Oder" must go down, and that there was no possible chance of saving her, and that she must be abandoned. The consultation as to the abandonment of the "Oder" took place about 6 a.m. on Saturday (16th). All the boats, except the jolly boat, were on deck and in good order, but it was thought that they would not have lived in a sea like that then raging for any length of time.

The captain of the "Andreas" it was found could speak English, and a boat went from the "Oder" to the "Andreas": about 7 a.m., and the captain of the "Andreas" consented to take the men on board. The boat then returned to the "Oder" and took five of the crew. The boat again returned and took the remainder, there being 14 in all on the last trip. The last boat-load reached the "Andreas" about 11.30 a.m.

After some consultation, the captain and crew of the "Oder" were taken to Portland, and landed at Weymouth.

The "Oder" was seen for about half an hour after getting on board the "Andreas." She was about three miles off when last seen. She was sinking fast, and it was thought would not float more than an hour.

The chief mate attributes the loss of the "Oder" to her having sprung a-leak from straining, during the heavy weather, the leak being somewhere about the after bulks head, the ground of this opinion being that there was most water about there. The stem was higher than the stern when the "Oder" was abandoned, but not much. The main deck aft was about 18 inches under water, and the stem of the "Oder," when the chief mate was last alongside of her, about three feet above the water. The seas washed over the forepart more or less continuously. It washed over the main deck continuously.

From the evidence it would seem that the captain was always at his post, a good seaman and sober. It is stated that he never slept an hour in the cabin, from leaving Liverpool to the loss of the "Oder."

The disaster which befell the "Oder" appears to have been attributable to the springing of a leak somewhere under the boiler which could not be got at, and though we have no reason to believe that the "Oder" was otherwise than perfectly seaworthy when she left Hull, having due regard to the fact that her boiler had not been lifted for seven years, we cannot but arrive at the conclusion that there was a greatly increased liability to the existence of defects under the boiler, in the cement and otherwise, which might well account for the existence of a leak becoming suddenly beyond all doubt, and for its practically proving itself to be beyond the control of Captain Whiteing.

We beg to refer to the details of the evidence, which does not indicate that any fair and reasonable means of saving the "Oder" were left untried, and under the circumstances in which the captain was placed the abandonment of the "Oder" was a proper and judicious course to pursue.

T. H. Travis,
Police Magistrate.

B. G. W. Nicolas, A. Ronaldson, } Nautical Assessors.

*Judgment.*

We have now arrived at the conclusion of the inquiry into the loss of the "Oder," a steamship lately belonging to Messrs. Thomas Wilson, Sons, and Company, of Hull.

In the performance of our duties, we have had to consider the various circumstances that might have led to the disaster which befell the "Oder," and also whether the facts proved disclose any reasonable means that were left untried, which might have produced a result less disastrous.

This necessarily involved a consideration of the state of the "Oder" on leaving Liverpool, her equipments, &c., and the way in which she was handled afterwards, and the causes which the evidence would indicate as having occasioned, or which may have contributed to the state the "Oder" was in when abandoned, and whether Captain Whiteing was justified in sanctioning her abandonment, as proved in evidence.

I shall have the honour of reporting fully on this case to the Board of Trade, and it is now only necessary to state that we are of opinion that the state in which the "Oder" was abandoned was caused by the springing of a leak, over which, under the circumstances, Captain Whiteing had practically no control, and that he was justified in leaving the "Oder" as disclosed in the evidence.

We feel bound also to state that we are not aware of anything having transpired in the course of the investigation that ought in any way to detract from or diminish the respect due to the high character which appears to have been deservedly borne by Captain Whiteing previously to the loss of the "Oder."

I have pleasure in restoring the copy of the captain's certificate that has been handed in; the original, I find, was lost in the "Oder."

T. H. Travis, P. M.

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## "OLIVE BRANCH."

The "Olive Branch," official number 5,986, was a barque built of wood at Sunderland in 1856, and then classed A 1 for 11 years. When lost she was owned by John Riseborough, of Sunderland, and registered at Scarborough 318 tons and manned with a crew of 10 hands all told, including Frederick Williams, the master, who held a certificate of competency, No. 92,409.

It would appear that this vessel was reclassed A in red, in the year 1872, for four years, and in March 1875 she was placed upon the gridiron at Sunderland and some 17 sheets of metal were used to patch her bottom. No other repairs were then done to the vessel. She thus made a voyage to Trinidad in the West Indies and back to Liverpool, and on the discharge of her then cargo of sugar some few of the ground tier hogsheads were damaged. After her homeward cargo had been discharged it seems that no repairs of any kind whatever were done with the exception of a new saddle for the heel of the jibboom, an outrigger for the maintop mast cross trees, and some small pieces of plank nailed over defective places in the ceiling. When this had been done a full cargo of salt in bulk was shipped, but there were no precautions taken in the stowing of the salt, as neither dunnage nor mats were used so that the salt lay on the skin of the ship.

One of the crew joined the vessel at midnight on the 24th of August, and assisted the master and the mate in pumping the ship the next morning.

About 5 a.m. on the 25th the remainder of the crew joined, she then proceeded out of dock and was towed to sea, her draught of water being 15 feet 9 inches forward and 15 feet 11 inches aft.

Soon after passing the Bar the tug was cast off and sail made on the vessel, and she proceeded on her voyage to Cronstadt. The weather at the time is described as moderate from W.S.W., the vessel carrying all plain sail. At 8.20 a.m. the hands were sent to the pumps and remained at them for about an hour. About noon then had another spell at the pumps, and also again at 3 p.m. and again at 5 p.m. At 7 p.m. the pumps becoming choked with salt were useless, when the starboard one was hoisted on deck and found to be encrusted with hard salt inside, this was however cleared and the pump replaced. By this time the wind had increased to a fresh breeze and there was some sea, the vessel being then abreast of the Calf of Man. The crew who had been on deck since 5 a.m. and at the pumps a large portion of that time were then sent to their supper, although it would appear the pumps had never sucked, and while at supper the crew, having consulted amongst themselves, wrote a letter to the master informing him that from the leaky state of the ship they considered her unseaworthy, that they were willing to work her into any safe port so that she might be surveyed, but they refused to continue working her to Cronstadt. They also stated that they had no complaint of any kind against the master or his officers, it was only againt the ship. Soon after the delivery of this letter the master endeavoured to induce the crew to continue working the pumps, and on their refusal, except on the terms expressed in their letter, he, the master, then stated that the vessel was bound to Cronstadt and she should go there or sink. The result of this conference was that the crew, with the exception of the mate, boatswain, steward, and a Russian seaman, left the deck and went to their berths in the deck-house, and from that time until 6 the next morning they were off duty, and the pumps consequently could not be worked. Between 6 and 8 o'clock on the morning of the 26th the well was sounded

and 26 inches of water were reported, but as the rod did not reach the bottom of the hold, owing to an accumulation of salt, it was impossible to tell what water was actually in the vessel.

About this time the master went to the crew's deck-house and asked the men to return to their work, they however refused, stating that they were willing to work the vessel to the nearest safe port but would not proceed to Cronstadt, whereon the master without any provocation assaulted she spokesman, John Rodgers, A.B., in a very violent manner. The master then left the house when the boatswain, John Lindsay Howell, seizing the men roughly by the neck threw them out on the deck, he then put a brass knuckle duster on his right hand and made a violent attack on the seaman John Rodgers, drawing blood from his head and seriously injuring him. The boatswain also attacked the seaman "Cruger" with the knuckle duster; these assaults were made whilst the men were near the pumps and in the master's presence. Whilst these attacks were going on the other men resumed their duties, and subsequently the two seamen that had been assaulted joined them.

The crew went to the pumps and after working them 10 minutes they became choked with salt, they were hoisted on deck and cleaned but could not be got down again, owing to the large mass of salt in the pump well. The pumps were not used again that day or the following night.

At 9 a.m. on the morning of the 27th she was then off the Skerryvore, having passed through the North Channel, the land having been in sight from the Calf of Man. The foresail, foretop staysail, and jib blew away. The foresail was however replaced; the wind at this time was fresh from W.S.W. and the maintop gallant sail was set.

After the crew had had their dinner all hands were again called to the pumps, and when they had tried a little while and got no water (the pumps being full of salt), the master said, "Never mind the pumps, we have done "our best and we can do no more; get your clothes ready "for a jump." During the afternoon of this day nothing further seems to have been done although there was seven or eight feet of water in the vessel; during the night the boats were got into the water and towed astern.

On the morning of Saturday, the 28th of August, it is in the evidence that about 8 a.m. the master took an axe, and the mate a sledge hammer and proceeded into the forepeak situated under the uninhabited lower forecastle, these persons were followed by the steward, Miller, who states that he remained in the lower forecastle and heard knocking in the forepeak in which the master and mate were. This statement is denied by both master and mate, who say that the master did receive an axe from the seaman Silbert, that they did not go into the forepeak, but that they went into the cabin and used the axe for the purpose of lifting a scuttle to enable them to see how high the water had risen in the hold. The mate also states that he was several times in the forepeak during that day, but that no holes of any kind had been made in the ship, nor had the bow port been tampered with. At about 10 a.m. the crew were ordered to put their effects into the boats, and having had their dinner the main hatches were all taken off, and the mate again went into the forepeak, and at 5.30 p.m. the crew were ordered into the boats. At this time the water was up to the hold beams and above the salt. At 6.30 p.m. the master and mate abandoned the vessel and the boat lay off a little distance until about 7.45 p.m., when the vessel foundered by the head, the butt of Lewis being W. by S., distant about 15 miles, in a depth of water as per chart of 50 to 60 fathoms. After the vessel had disappeared a few minutes, the wreck of her, that is to say, a large portion of one broadside, the deck-house, portions of the lower masts and topmasts, with sundry small wreckage, came to the surface. The boat proceeded on towards Cape Wrath, where they landed on the 29th, and after repairing their boat they went on to Thurso, where they arrived in safety on the 31st, and from whence they were duly forwarded to Liverpool. No lives were lost.

The causes that led to the loss of this vessel are not difficult to define, for when it is considered that the "Olive Branch" was pumped before sailing and again on the 25th at 8 a.m. noon, 3 p.m., 5 p.m., and 7 p.m., in fact the crew were pumping off and on the entire day, and as the weather was such that the vessel was able to carry topgallant sails, we cannot think that the great quantity of water made by this vessel was to be attributed to bad weather, sustained after leaving port, but to the fact that she was leaking when she commenced her voyage.

It is also a fact that the cargo of this vessel was stowed without the slightest precautions being taken to prevent the salt getting into the limbers and choking the pumps, or to prevent the water coming in contact with the salt and dissolving it, thereby endangering the lives of the crew and the safety of the vessel, so that when she sailed her cargo was improperly stowed. It is, however, but just to state that it is the ordinary custom in shipping salt to the Baltic to put it on the bare skin and ceiling.

It is very difficult to account for the motives of the master when his vessel was off the Calf of Man in a leaky state with his pumps choked with salt, and when his crew had refused to proceed on the voyage to Cronstadt, and when he had numerous safe harbours in which he could have taken refuge under his lee, except for the reason assigned by the master himself, who said that the "ship was bound to Cronstadt, and that she should go to Cronstadt or sink."

We consider the brutal and cowardly conduct of Frederick Williams, the master, and John Lindsay Howell, the boatswain with regard to their treatment of the crew a disgrace to the character of British seamen; but however bad the conduct of the boatswain may have been in using the brass knuckle dusters on the heads of the crew, it was not so infamous as that of the master who stood by and countenanced it, and we only regret it is not in our power to award them the punishment they so richly deserve.

*Judgment.*

The Court having carefully considered the evidence adduced on this inquiry, with the statement of the master, finds that the abandonment and loss of the "Olive Branch" on the 28th of August last is to be attributed to, and was caused by, the gross and culpable conduct of Frederick Williams, the master, and finds him in default.

In reviewing the facts and circumstances of this case, the Court, taking into consideration the unjustifiable conduct of the master in persisting in the prosecution of the intended voyage on and after the night of Wednesday, August 25th last, when the vessel was unseaworthy, and instead of seeking refuge in the Clyde, pushing out with a leaky vessel and pumps choked through the North Channel into the Atlantic Ocean, thus unwarrantably endangering the life and property committed to his charge; and, in addition to this, the fact of his having countenanced the brutal treatment to which some of the crew were subjected by the boatswain adjudges that his certificate of competency as master, No. 92,409, be cancelled.

GEO. R. BOOTH, J.P.
FRANCIS RITSON, J.P.
GEO. H. FORSTER, CHAS. E. PRYCE, } Nautical Assessors.

## "ORIENTAL."

The "Oriental" was a ship-rigged, wooden vessel of 1617·74 tons, built at Boston, in America, in 1854, owned by Messrs. James, Turpie, and others, official number 30,578, of North Shields; she was commanded by Mr. Joseph Sanderson, master, who holds a certificate of competency as master, and had a crew of 27 hands all told.

The "Oriental" sailed from London for St. John's, New Brunswick, on the 29th October 1875, in ballast, which consisted of 400 tons of chalk. Nothing of importance occurred until the 13th day of November, when she had reached latitude 50° 10′ N., longitude 39° 50′ W. It then blew a gale from S.S.E., ship under close-reefed main topsail and foretopstaysail, steering N. W. and by W., labouring and rolling very heavily. At this time she was making some water. During the latter part of this day the ship was hove to on the starboard tack; at 4 p.m. a heavy sea struck her amidships, filling the decks, and nearly washing the master overboard; the binnacle at this time was started and washed to leeward. On the 14th the weather moderated, but the ship continued to labour heavily, owing to the heavy cross sea running. On the 15th wind again increased to a gale; at 5 p.m. a sea struck the ship, washing everything moveable from the decks. On the 16th, at 4 a.m., found the ship had sprung a-leak; steam pump and windmill were at once set to work. At 8 a.m. found the leak increasing; all hands commenced to bale, but without effect, as from this hour the leak steadily continued to increase. At midnight the water was over the ballast, and the port pump then became choked; it was lifted and cleared, but could not be replaced, owing to the chalk having washed into the pump well. On the 17th, at 2 a.m., the starboard pump showed indications of choking; at this time eight feet of water was found in the hold. At 3 a.m. the ship took a heavy list to port, and did not recover herself; boats were then got out and duly provisioned, preparatory to abandonment. Wind at this time rather more moderate, but sea

extremely heavy. During the forenoon her list increased to the extent of putting her rail almost in the water. The master, in the hope of relieving the ship, directed the mizen mast to be cut away, followed shortly after by the main mast; this, in a degree, eased the vessel, but in the falling of the latter mast the main pumps were unfortunately disabled, and were of no further use. Throughout the night signals of distress were made by the burning of tar barrels on the topgallant forecastle, and by day the ensign was kept flying union down.

Men were kept in the four boats towing astern, but owing to the heavy sea one was swamped in the night, and the other during the morning of the 18th, fortunately without loss of life. At noon on the 18th the two remaining boats were cut adrift from the ship, and were lost sight of soon after. It appeared in evidence that they were repeatedly hailed by the master and others to return, which they did not attempt, they alleging that the sea was too heavy; this reason the Court could not accept, as the larger boat was a well-equipped lifeboat of some 26 feet in length, and which the boatswain, who had charge of both boats, admitted would have held all the ship's company, and still have had room to spare.

The vessel continued in the trough of the sea, rolling and straining heavily. At this time the master prudently rigged a sea anchor, with a spar and kedge attached, to which he secured his largest hawser, launching it overboard with ample scope, which had the effect of bringing the vessel nearly head to sea, where she rode comparatively easy. Subsequently the anchors and cables were slipped to lighten the ship.

After 8 p.m. of the 18th the weather improved; the distress signal was kept burning. At midnight the weather was comparatively fine with a clear atmosphere. Soon after this hour a steamer's light was seen, who bore down and communicated; she proved to be the steamship "Baltic," from New York, bound to Liverpool, who sent a boat and took the crew, with some difficulty, off the jibboom. The "Baltic," at the request of the master, hove to till daylight, and then proceeded in search of the missing boats. At 9.30 a.m., whilst standing to the S.W., observed the lifeboat, which contained both boats' crews, the smaller one having swamped soon after leaving the "Oriental." The crew and boat were taken on board the "Baltic," and were landed at Liverpool on the 23rd of November.

The Court, having carefully considered the evidence adduced in this case, finds that the ship "Oriental" was in a seaworthy condition, and her loss was to be attributed to a peril of the sea, caused by stress of weather.

The Court also finds that the master, Mr. Joseph Sanderson, was not in fault for the loss of the ship, and that he was justified in abandoning her when he did; the Court therefore returned him his certificate.

Further, the Court was of opinion that the boatswain, John Brannen, and the rest of the crew of the lifeboat were censurable in the extreme in rowing away from the vessel when she was sinking, thereby cutting off all chance of escape for the poor fellows left on board.

In concluding this report, the Court desires to express its highest approval of the humane conduct of the captain of the S.S. "Baltic," also the ability shown by his chief officer and boat's crew who took off at night the remaining part of the crew of the "Oriental" from the jibboom of their sinking vessel.

EDWD. SHOTTON, J.P.
CHAS. TULLY, J.P.

B. G. W. NICOLAS, JOHN S. CASTLE, } Nautical Assessors.

## "PALESTINE," (S.S.)

The "Palestine" is an iron screw steamer of 2,867 gross tons and 2,128 tons register, built at Greenock 1858, and lengthened in 1872, and is owned by Mr. W. H. Jones, of Liverpool. She is commanded by Mr. John Owens, who holds a certificate of competency as master, 27,101, dated September 1867. On August 14th, about 5 p.m., she started from Liverpool, in good condition, well found, with a crew of 48 all told, and a general cargo, of which nearly 1,000 tons was iron, bound for Quebec and Montreal, drawing 18 feet 6 inches forward, and 21 feet 4 inches aft.

About 7 p.m. she crossed the bar, it having been low water about 3 p.m., and shortly afterwards discharged her pilot. When the engines, which were 300 horse power, were required to be moved, it was found they could not be started, and up to 10.30 p.m. the engines were fixed, so the master anchored the ship in 11½ fathoms, the Bell Buoy near the Bar Lightship bearing S. by W. ¼ W. three miles distant. During the night the engineers overhauled the engines, and the chief engineer found one of the slide valves defective, which on his discovering he was soon able to adjust, and this apparently was the cause of the engines being fixed.

On August 15th, at about 5.30 a.m., the master weighed and proceeded under full steam, going about 8½ or 9 knots, course N.W. ½ N., weather being fine and clear, and a slight breeze from the S.W. Up to 11 a.m. it was clear, but no bearings were taken nor was the ship's position fixed. It now came on hazy, a look-out was placed on the forecastle, and at about 12.30 p.m. the haze increased to a fog, at which time the engines were slowed to half speed, six knots, and the course altered to N.W., and the fore and aft sails that had been set were ordered to be taken in, but only a portion of these were taken in when she struck. At 12.45 p.m. the speed was reduced to "slow," three and a knots, and the course altered to N.W. by W. At 1 p.m. speed was again reduced to "very slow," two knots. At this time the weather was very thick. The master, second officer, and fourth officer were on the bridge. No lead was used, and no bearings of the land, as stated in evidence, appear to have been taken or noted from starting at 5.30 a.m.

At 1.5 p.m. the "look out" reported "breakers ahead." The engines were immediately stopped and reversed "full speed," the helm was put "hard a-starboard," and at 1.8 p.m. when the vessel had come round to W. by N. she took the ground, and remained there about 12 minutes. She then came off, and at 1.26 p.m. the engines were stopped. The collision compartment was found full of water, and the water was finding its way aft through the cement which was cracked, but the donkey pump could keep it clear. A boat was now lowered, and the master, chief officer, and engineer got into it, to examine the bow, which was found materially damaged, three plates were started near the stem, and the stem was bent. An attempt was now made with blankets to stop the leak, which did not succeed, and afterwards a sail was got over for the same purpose with partial success. At 3.30 p.m. the fog cleared, and the ship was found to be about two miles distant from the Calf of Man.

The master determined to proceed to Belfast, where the vessel arrived at 1 a.m., 16th August 1875.

*Judgment.*

After hearing the evidence in this inquiry, and fully weighing it, and having also personally visited the ship so as to satisfy our minds of the nature of the injury stated to have been sustained by the vessel, we are of opinion that the defects in the engines might have happened to any vessel, and have been easily remedied without the ship being obliged to return to any port for repairs.

With regard to the master of the ship, it was a prudent thing for him to anchor when he found his engines could not be worked. When he started next morning, the injury to the ship having been rectified, he is in default, for the course that he did pursue was a very northerly one, and he continued too long on that course until he altered it to the westward.

The weather having been so very fine up to 11 o'clock from starting, there was no reason why the ship's position should not have been fixed, which would have warned him of his dangerous approach to the Isle of Man.

However, taking into consideration the precaution that he took in the thick weather, and his praiseworthy conduct after the ship having struck in trying to stop the leak by various methods, and also bringing the ship into port, we do hereby adjudge that his certificate be only suspended for three calendar months from this date.

EDWARD ORME,
Stipendiary Magistrate.

WILLIAM H. BISSET, ED. WHITE, } Nautical Assessors.

## "PARAENSE," (S.S.), and an unkown Barque.

The "Paraense" is an iron screw steamer, built at Liverpool in 1871, of 1,519 tons gross, and 986 registered. She was owned by Messrs. R. Singlehurst and Co., of Liverpool, and others. She left Ceara on the 2nd December last, with a full general cargo, bound to Liverpool, with a crew of 40 hands all told, and under the command of Mr. Alfred Brooking, who holds a certificate of competency as master dated 6th May 1869. All went well up to

the morning of the 9th December, when at 5 a.m. a light was reported on the port bow, and the chief mate, who was on the bridge and in charge of the watch, immediately upon the report saw a red light, which he considered to be not more than from half a mile to a mile distant and about 1½ points on the port bow. He at once telegraphed to the man at the wheel to put his helm hard aport, and at the same time to the engineer to reverse full speed, both orders being promptly obeyed. Finding that the red light became somewhat broader on the port bow, the mate gave the order to go ahead slow, and at this point the master, who had been awakened by the noise of the telegraph, came on deck and went on the bridge. The mate showed him the red light, upon which he asked if the helm was hard a-port, and was answered by the mate in the affirmative. Almost immediately the red light was shut in, and a bright light was shown above the deck, and almost simultaneously a green light, but very faint, was seen. Upon this the master ordered the engines astern full speed, which was done, but the collision ensued, the steamer striking the other vessel on her starboard bow a slight blow. The vessel passed along the starboard side clear of the steamer, and was then found to be barque rigged, under topsails, courses, and maintopgallant sail, with her spanker brailed up, and her jibboom and foretop gallant mast carried away. A voice was heard from her, apparently in broken English, calling out as was understood for assistance, and the captain of the steamer answered her to heave to and he would lay by her. The boats were ordered to be swung out in readiness for lowering, but as the barque passed out of sight in a squall of rain, which came on while they were doing this, the master ordered them not to put the boats in the water till further orders, and turned his vessel round to the quarter in which he last saw the barque and went ahead slowly in search of her. The chief mate and two men were sent aloft on the look-out, and remained there till daylight, when a barque being sighted in the direction they were going distant four to five miles, they went after her, but on approaching within a couple of miles of her they satisfied themselves that she was uninjured, and they concluded that she could not be the barque with which they had been in collision. They then returned to the spot where the collision took place, but still found no trace of her nor any wreckage floating about, and at 9.30 a.m. proceeded on their voyage and arrived in due course at Liverpool.

The Court upon the evidence was compelled to conclude that on the day in question a collision took place as above mentioned between the S.S. "Paraense" and a barque whose name and nationality are at present unknown. As the evidence stands—but it must be borne in mind that it is entirely from one of the two colliding vessels, the collision would not seem to have been caused by any fault of the steamer. Apparently a good look-out was kept by the man forward, and by the officer of the watch on the bridge, but no light was seen from the barque till she was within little more than half a mile from the steamer. The steamer's helm was ported, as was proper, when the barque's light, which was red, was seen, but the barque's helm would seem, as the red light was shut in just before the collision, to have been improperly starboarded, when she had approached the steamer so closely that a collision was unavoidable. There was some evidence to the effect that the steamer's helm was put hard a-starboard when the barque's red light was shut in, but the master in his statement said that this order was not given till after the vessels collided, and then for the purpose of going round to look after her. Be that as it may, the steamer did not appear to have been under the influence of her starboard helm at the time of the collision.

The Court was of opinion that the course taken by the master of the "Paraense" after the collision was the right course. It would have been injudicious to have lowered the boats after the vessel was lost to sight, and he took the readiest means of searching for her by turning his vessel round, and going in the direction which the barque was taking when last seen. Whether, however, she sailed out of sight, or whether she foundered, remains at present a mystery. One witness, the quartermaster, Speedy, asserted that voices from the barque called out that she was sinking, and that the chief mate told the captain that he saw her go down. This the mate denied, and certainly the Court could not arrive at any conclusion to that effect on the unsupported evidence of that witness. No wreckage was seen about the spot where the collision took place, and the Court could not but hope that as the collision appeared to have been slight the barque may yet be heard of. It was to be regretted that the master of the "Paraense" did not ascertain beyond a doubt that the barque they saw at daylight was or was not the vessel with which they had been in collision. But the Court was satisfied that the master of the steamer acted according to the best of his judgment at and after the collision, and was glad to acquit him upon the evidence before it, of the grave charge of want of humanity or neglect of duty after the accident.

The Court returned to Mr. Brooking his certificate.

T. S. Raffles,
Stipendiary Magistrate.
R. Ashmore Powell, } Nautical Assessors.
Ths. Beasley, }

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## "PEARL."

The "Pearl" is a British sailing ship, built of wood at Perth in the year 1870, of the registered tonnage of 98·63 tons, owned by David Leith and William Miller, of Wick.

The "Pearl" sailed from St. Petersburg on the 6th of October last, with a cargo of wheat in bulk for Leith, being sound, properly rigged and manned, and commanded by John Gunn, who held a certificate of competency, dated 11th December 1865, and numbered 86,976.

After leaving St. Petersburg she arrived at Cronstadt the same forenoon, and sailed from Cronstadt the Saturday (9th) thereafter. The wind at this time was blowing from S.E. moderately, and the weather was cloudy. It began to blow hard on Sunday night (10th), and continued until Thursday (14th). On the passage from Cronstadt towards Bornholm she lost her jib, the fore-yard was sprung, and her cargo shifted so as to give the vessel a streak and a half of list, thereby rendering her less workable in the gale, and inducing the master to run under the lee of Bornholm. The weather continued very stormy with showers of rain, which obscured the vision until Thursday morning, when the vessel got under the lee of Bornholm Island. Here the sea was smoother, but the weather was thick with heavy spray and small rain, drifted by a strong wind, which prevented the master and crew from seeing, except occasionally, the light on Bornholm Island, and other vessels at anchor under the lee of that island. Soundings were repeatedly taken during the night of Wednesday, and the master continued to stand off and on, in the hope of the weather moderating. Shortly before the vessel struck soundings were taken, and seven fathoms of water were found. In wearing the ship she struck on the Whitehead Reef. The endeavours of the crew and others who assisted were successful in getting her off the reef, with part of her keel damaged, and some of her bilge planks started.

The Court are of opinion that the stranding of the vessel was owing to no fault on the part of the master, who had bestowed attention on the navigating of the vessel, which appeared to have drifted to the southward, and got nearer inshore than could be observed, owing to the thick rain and dark weather preventing the land and the light being seen.

The Court therefore returned to the master his certificate.

The Court are of opinion that had the cargo been in bags instead of in bulk, it would not have shifted, and the vessel would not have been under the necessity of being run under the lee of Bornholm.

Young Pentland, J.P.
James Powie, J.P.
Geo. Burnett, Nautical Assessor.

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## "PLOVER."

The "Plover" was a barque rigged vessel, 342 tons register, built of wood at Sunderland in 1862, and was owned by Mr. John Firth, of Sunderland, and another. She sailed from Taganrog on the 14th October 1875, with a cargo of wheat, bound to Queenstown for orders, under the command of Mr. John Wright, who holds a certificate of competency, No. 34,899, and had a crew of ten hands all told. Nothing noteworthy occurred until midnight on Monday, the 1st November, when she was "hove to" under two lower topsails, with Khoraz Light bearing N.N.W. northerly, distant about four miles, to await daylight for approaching the Dardanelles. At 4 a.m., with moderate gale from E.N.E. and hazy weather, the foresail was set, and a course W. by S. steered until 6 a.m., when the master, who had been on deck since midnight, ordered the upper maintopsail to be set. This appears to have been promptly done, but the sail was scarcely mastheaded when the ship struck the ground. The helm was ordered

hard a-port, and the ship's head came up to north, but there remained fast. More sail was set to force the ship ahead, her head being off shore, but without avail. The weather at this time was stated in evidence by John Neale, the mate, to have been so thick that they could not see beyond three ships' lengths. He further stated that although the ship struck heavily she made no more water during the first hour than all hands at the pumps could keep free. About 6.30 a.m. the fog cleared off, and about 8 a.m. two tugs from Gallipoli came to their assistance; there was at this time about 3 feet 6 inches water in the well. The efforts of the tugs were unavailing to move the ship, and the wind freshening, the sea rising, and the leak gaining rapidly on the pumps, about 10 a.m. the tugs left her. About noon the ship took a heavy list to starboard, and the water in the hold had risen above the cabin floor. About 2 p.m., the weather having assumed a more threatening appearance, the longboat was put out. At 4 p.m., weather still more threatening and sea breaking over the ship, and fearing she might break up during the night, the master ordered all hands into the boat. They landed safely about 200 yards astern of the ship. On Thursday 4th the weather moderated and the crew returned to the ship, but finding her parted amidships on the starboard side finally abandoned her.

It was advanced by the master "that after making due "allowance for drift while 'hove to,' and for current, and "giving his ship the greatest distance she would run "between 3 a.m. and 6 a.m., he had calculated his distance "to be 10 miles to the eastward of the position his ship "grounded, but nevertheless it was his intention to take "a cast of sounding after the maintopsail was set, and "that the head yards had been braced forward for that "purpose."

It will thus be seen that the true position of the ship when hove to at midnight becomes an essential point in this inquiry, and herein the Court, without questioning the integrity of the two able seamen before them as witnesses, have to regret their great forgetfulness. The ship could not have sailed along the northern shore of the Sea of Marmora within sight of the land during the night without Khoraz Light being brilliantly visible, yet they have no recollection of having seen this or any other light. The mate has stated that "Khoraz Light was first seen at "10 p.m., and that the ship was hove to at midnight with "the Khoraz Light bearing N.N.W. northerly, distant "about four miles." This, in part, corresponds with the master's statement. The mate has further stated that the master expressed to him a little before 6 o'clock his intention of taking a cast of soundings, the lead was ready but no preparations made to use it.

*Judgment.*

The Court having carefully considered the evidence given in this inquiry, together with the master's statement, are of opinion, that although he started from a well ascertained position at 3 a.m. on the 2nd November, it was his duty to have hove his log when running in thick weather towards the Dardanelles.

They, however, give the master credit for his intention to take a cast of soundings as expressed to the mate just before the ship struck the ground. And with a caution to be more careful for the future return him his certificate.

THOS. WILSON, J.P.
JOHN J. HUNTER, J.P.
JOHN STEELE, C. S. BROOME, } Nautical Assessors.

## "PRECURSOR."

The "Precursor," of Montrose, official number 55,338, registered tonnage $140\frac{67}{100}$, was brigantine rigged, built of iron at Montrose, in the county of Forfar, in the year 1867, and was owned by William Mitchell, residing in Montrose, and others, and was commanded by William Findlay, who holds a master's certificate of competency, No. 94,801.

That the said vessel proceeded to the port of Maracaibo in Venezuela, where she loaded a cargo of fustic, and on the 18th day of December 1875, left that port on her voyage to Cork or Falmouth for orders. When the vessel left she appears to have been well found and properly manned. She encountered bad weather on the day she left, and subsequently in the Caribbean Sea, in consequence of which she sustained damage to her sails, which caused the master to steer for St. Nicholas Mole, in Hayti, where she remained about eight days, during which the sails were repaired. She sailed again from Hayti on the 11th January 1876, and proceeded on her voyage, encountering occasional bad weather until the 7th day of February when she lost her topmast, foremasthead, maintopmast, and jibboom. Some efforts were made to cut away the wreck, which were unsuccessful, and within 15 minutes thereafter the captain ordered the foremast to be cut away, which was done accordingly, taking all the wreck with it. The following day they rigged a jury foremast, and proceeded on the voyage until the evening of the 12th February, when in a severe squall she split or carried away nearly all the sail she had set. She was then brought to the wind under a storm trysail. On the morning of the 13th the bolt of the block of the wheel chain drew out of the starboard quarter, but the tiller was secured by tackles. About 9.30 a.m. the pumps were sounded, and about three inches of water found in the well. About 10.30 a.m., after the tiller was secured, the pumps were again sounded, and seven inches of water reported to be in the well by the mate. From that time till the ship was abandoned she was neither pumped out, nor was the well sounded to verify the previous soundings. During the morning of the 13th February a signal of distress was hoisted in the main rigging, a vessel being in sight, which proved to be the German barque "Gustave." The captain of the "Precursor" requested the captain of the "Gustave" to send a boat and take off the crew, which was accordingly done about half-past four o'clock in the afternoon, in latitude 45° N., and longitude 22° W., the men having each with them a bundle of clothes, the captain in addition having his chronometer. The "Gustave" proceeded on her voyage, and landed them at Queenstown on the 18th February.

The "Precursor" was seen afterwards on the 18th February in latitude 46° 59″ N., and longitude 18° 59″ W., by the captain of the brigantine "D. M. Dickie," of Windsor, N.S., apparently in a similar condition, in which she was abandoned in terms of his declaration sworn before Her Majesty's Consul at Havre. She was afterwards seen on the 27th February in latitude 48° 33″ N., and longitude 14° 22″ N., by the master of the "Eve," of Bridgwater, who in his declaration states that she appeared to be "in very good condition." This was confirmed by Robert John May, the mate of the same vessel, in his declaration made before the Receiver of Wreck at Cardiff.

The Court remark, as detailed in the evidence, the neglect of duty on the part of the master for not ordering the mate to verify the soundings as well as the great neglect of the mate in not doing so of his own accord.

*Judgment of the Court.*

The Justices having considered the whole proof led, the productions, and heard the agent for the Board of Trade and the agent for the master, find that William Findlay, late master of the brigantine "Precursor," was in default in abandoning the said ship on the afternoon of the 13th day of February last. The Court, therefore, under the circumstances, suspends the certificate of the said William Findlay for the space of nine calendar months from this date, with a recommendation to the Board of Trade to grant him a chief mate's certificate during the period of suspension.

The Court also desire to record their opinion that David Reaburn, late mate of the said brigantine "Precursor," deserves severe censure for his conduct in connexion with the abandonment of the vessel.

J. D. INVERARITY, J.P.
ROBERT H. ARKLEY, J.P.
B. G. W. NICOLAS, GEO. BURNETT, } Nautical Assessors.

## "PRINCE ARTHUR."

The "Prince Arthur" was an iron barque, built at Liverpool in 1864, of 544 tons registered, and was owned by Mr. Philip Nelson, of Liverpool, who was managing owner, and others. She sailed from Liverpool on the 15th December 1875 for Caldera, on the west coast of South America, with a cargo of 730 tons of coals, under the command of Mr. Thomas Nelson, who holds a certificate of competency as master (lost in the vessel), dated in 1865, and had a crew of 17 hands all told. All went well up to the 24th February, when they got an observation at noon, which placed them in latitude 53·57 S., and longitude 64·18 W., according to the mate's calculation, and 64·19 W., according to the master's, or 50 miles to the north-westward of Cape St. John, Staten Island. At 5 p.m. on that day land was seen on the starboard bow, which they took to be Cape St. John,

the land they expected to make, and on that bearing. The weather at that time was hazy, and the mainland was covered by fog. They kept the land in sight till dusk, gradually drawing it aft, and when the master considered that he was well clear of it, he bore up on a course S. by W. ½ W. for Cape Horn about 7 p.m.

About 7.45 p.m. the look-out reported land ahead, and on the port side.

Instantly the helm was ported, and the ship hauled to the wind on the starboard tack.

Owing, however, to the wind being light and baffling the ship did not readily answer her helm, and the current combined with a heavy swell to set her inshore. Every effort was made to work her off the land, but she gradually drifted towards the rocks till she struck astern about 8.45 p.m. The boats were at once got out, and the master, with six men in the gig, and the mate in the pinnace with the remainder of the crew, got away from the ship, and landed on the island, whence they were taken by a sealing schooner to Punta d'Arenas, and subsequently sent home. No lives were lost. On search being made nothing was found of the ship, but some small detached pieces of top-gallant bulwarks.

The Court found no difficulty in arriving at the cause of the loss of this vessel. The land which the master took for Cape St. John, and apparently with reason, proved to be the easternmost of New Year's Islands, and according to the witnesses the land is very similar in appearance to Cape St. John. The master was confirmed in his conclusion by never seeing land to the eastward before dark. When, however, about 7.45 p.m. land was unexpectedly reported by the look-out on the port side, the master discovered that he had mistaken the islands above-mentioned for the cape. Everything possible was then done to work the ship off, but the wind had fallen almost to a calm, and the current and swell set so strongly inshore that nothing effectual could be done, and no anchorage was possible. The master appeared to have carefully attended to his duties and was upon deck on the day of the disaster from noon till the ship struck. The Court, therefore, acquitted him of any default, and request the Board of Trade to re-issue to him his certificate.

T. S. Raffles,
Stipendiary Magistrate.
B. G. W. Nicolas, R. Wilson, } Nautical Assessors.

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## "PRINCE OF WALES," (S. Tug.)

We, the undersigned, find and beg to report as follows:—

1. That the said ship "Prince of Wales" was originally a lugger, built of wood, of about 16 tons burthen, but was converted into a screw tug boat in the year 1868, being fitted with a single cylinder direct-acting high pressure engine and boiler, of 12 nominal horse power. When she was built could not be discovered.

2. The engine and boiler were fitted by Mr. Spencelayh, engineer, of Rochester, the last boiler being made and fitted in the year 1870.

3. The vessel was the property of Mr. Samuel William Shaw, of the city of Rochester, shipowner and coal factor, who bought her about six months ago from Mr. Spencelayh, who had owned and worked her from the time she was converted into a tug boat until that period.

4. At the time of the disaster her crew consisted of four hands, namely, a master, engine-driver, stoker, and one deck hand, and was under the control of the engine-driver. The boiler was one of the ordinary horizontal cylindrical multitubular type, frequently fitted to vessels of this character, and was constructed by the maker to carry a working pressure of at least 50 lbs. on the square inch. It was about 5 feet 6 inches in diameter by about 8 feet long, with a single furnace about 2 feet 9 inches in diameter. The thickness of the plates of the shell, which were six in number, extending the whole length of the boiler, was $\frac{3}{8}$ths of an inch, excepting the bottom plate, which was $\frac{7}{16}$ths of an inch in thickness.

5. The front or smoke-box end consisted of two plates, the upper or tube plate being $\frac{3}{4}$ plate, and the lower plate $\frac{1}{2}$-inch. These two plates were connected to the shell by an external angle iron ring $2\frac{1}{2}$ inches by $2\frac{1}{2}$ inches by $\frac{1}{2}$ inch by $\frac{3}{4}$-inch rivets, with a pitch of two inches.

6. The furnace tube was united to the front end by means of an internal angle iron ring, of similar dimensions. The furnace tube was made of two $\frac{7}{16}$" plates, 6 feet long, with single riveted lap joints. The combustion chamber was made of $\frac{7}{16}$" plates, and arched at the top, and was secured to the back end of the boiler by means of 13 screwed stays, spaced 12 inches apart, 12 of them being 1-inch stays, and $1\frac{1}{4}$ inches. These stays were fitted with nuts and washers outside the end of the boiler, but were screwed and riveted to back of combustion chamber. The tube plates were stayed by means of six 1-inch stays, and fitted with 26 3-inch iron tubes. The back end of boiler consisted of one $\frac{1}{2}$-inch plate, attached to the shell by means of an internal angle iron ring, of similar dimensions to the front.

7. The boiler had a steam chest near the front end, 2 feet 6 inches in diameter, and made of $\frac{3}{8}$-inch plate flanged, and secured to shell by a single riveted joint, and a hole 15 inches in diameter formed the communication between it and the boiler. The top of steam chest was made of $\frac{3}{8}$-inch plate, slightly dished, but not stayed in any way.

8. The boiler was fitted with one open safety valve of lever construction, 2 $\frac{7}{8}$ inches diameter, fitted to top of steam chest, and was loaded by means of a Salter's spring balance. It was also fitted with a glass water guage, but no test cocks.

9. On the 9th of February 1876, the vessel being employed at her usual work on the Medway, at about 12.30 p.m., having two barges, in tow, the crew were just in the act of taking on another barge, when, without any warning, the boiler suddenly exploded, causing the death of the engine-driver and stoker, and seriously injuring the other two men composing the crew, at the same time blowing the vessel into an innumerable number of pieces, and causing her instantly to sink. There is no evidence to show whether the engine was in motion at the time, but it may reasonably be assumed that it was either eased or in a state of rest, as the stop valve was afterwards found to be nearly closed.

After a careful consideration of the evidence, the Court is of opinion that the fatal injuries received by the engine-driver and stoker on board the steam tug boat "Prince of Wales," the 9th of February 1876, were caused by the bursting of the boiler of the said vessel. The Court has heard the evidence of professional men of great experience, and who had made an exhaustive inspection of the exploded boiler. With these advantages the Court is enabled to arrive at a positive conclusion as to the cause of the disaster.

The Court is opinion that the cause of the explosion is to be directly attributed to the boiler not being equal to the pressure at which it was worked, and are further of opinion, that even when new it was not equal to a working pressure of 50 lbs. on the square inch, and from being much worn and deteriorated at the time of the explosion, it was not equal to a safe working pressure of 20 lbs. on the square inch, but there was no evidence to show what pressure existed at that time; but there was evidence to prove that previously, at times, the boiler had been worked at a pressure exceeding 70 lbs. on the square inch, the safety valve being of such a construction that it could be loaded to double the usual working pressure by merely turning a thumb-screw.

The Court would further remark, that in its opinion the vessel at the time of the disaster, and for a long time before, was unseaworthy, previously having sunk several times, and that neither the vessel nor machinery was fit for the service in which she was engaged; and that, in the first place, the former owner erred in judgment in describing the engine and boiler in working order when he sold the vessel, basing the assertion on the report of the engine-driver to him, who was not an engineer, and therefore unqualified to give a reliable opinion on such a matter; and secondly, the present owner, if he had used proper precaution and judgment, would have had the vessel surveyed by a competent person before working her, as he might have known that the price (162*l.* 10*s.* 0*d.*) he paid for her was quite inadequate if she had been efficient and in working order.

The Court desire to draw particular attention to the loose way in which vessels of this class are sometimes managed, which in this case undoubtedly led to this terrible disaster, and that the practice of constructing a safety valve in such a manner that it is possible for it to be screwed down or loaded beyond its working pressure, is most dangerous, and should not be allowed, as the working of vessels is too frequently intrusted to people not qualified in any way for such work, and consequently it is an element of great danger.

Also, that not fitting test cocks to boilers to indicate, approximately, the level of the water, in case the water gauge fails, is a practice that should be condemned, more particularly in marine boilers, and also, that in cases where boilers are plated in such a way that the greatest strain comes across the grain of the metal, a sufficient margin of strength should be allowed; and finally, the Court is of

opinion, that parts of the boiler, from their inherent weakness for the pressure at which it was worked, was very likely to have been seriously strained and weakened by the hydraulic test it was subjected to before it was even put under steam pressure, or actually at work.

N. E. Toomer, Mayor.
Wm. P. Haymen, J.P.
Jas. Urquhart, Jas. Hosken, } Engineer Assessors.

## "PROPONTIS," (S.S.)

The "Propontis" is an iron screw steamer, of 2,083 tons gross, and 1,416 tons registered. She was built at Govan in 1864, and was owned by Mr. William Henry Dixon, merchant, of Liverpool. New engines of 256 nominal horse power were put into her in April 1874, and water tubular boilers of a peculiar construction, known as Rowan and Horton's patent, were fitted at the same time, and they were loaded to a pressure of 150 lbs on the square inch. A trial trip took place after this was done, and in May 1874 she went on a voyage to the Mediterranean, Mr. Frederick Rowan, being on board, and the voyage was satisfactorily completed.

The vessel was afterwards thoroughly overhauled, and her machinery and boilers underwent extensive repairs, and after survey held, she received the usual passenger certificate from the Board of Trade for six months, ending 18th November 1875. She sailed from Liverpool on her last voyage on the 2nd September 1875, with a general cargo, three passengers, and a crew of 39 hands all told, under the command of Mr. John Alexander, who holds a certificate of competency, dated 8th of January 1868, bound for the Piræus, and other ports. The engines had to be frequently slowed through priming, and on the 4th of September one of the boilers had to be disconnected, owing to a leakage from one of the chamber doors, and on the 6th two vertical tubes gave out. On the 7th, at 3.40 a.m., the forward starboard boiler exploded, and on examination it was found that the wing chamber immediately over the fire had burst, making a rent in the bottom of the chamber 23 inches long, and from four to five inches wide. The steam gauge when last observed before the explosion showed a pressure of 125 lbs. The fourth engineer, Mr. Robert Morris, and two stokers, who were on watch, were severely scalded by the explosion. The master, after consulting with his officers, determined to put into Lisbon, where they arrived on the same evening, and medical assistance was at once procured, and on the following day the injured men were removed to the English hospital. The two firemen after a time recovered, but the fourth engineer unfortunately died in hospital after the steamer went on her voyage. During her stay at Lisbon, the damaged boiler was repaired, and the others were thoroughly examined. The first engineer requested a survey to be made, but the master, after consulting with the agents, and practical engineers who did the repairs, considered it unnecessary, and the first engineer was perfectly satisfied to proceed. Accordingly they left Lisbon on the 14th September; and on the 19th, at 6.30 a.m., a second explosion occurred in the after starboard boiler, the pressure at this time being from 110 to 115 lbs. Upon examination, a rent was discovered along the chamber and directly over the fire from 48 to 50 inches in length by 12 inches in width. The second engineer, Mr. James Wilson, and two firemen, who were on duty, were severely scalded. It was decided to put into Algiers, where the injured men were taken to the hospital. The two firemen, on this occasion, also recovered, but the second engineer died there on the 10th of October. By instructions from home, the cargo was discharged into other steamers, and certain repairs and alterations were made in the "Propontis" at the suggestion of some French engineers and surveyors. After a delay of two months they were towed out on the 19th November by the S.S. "Vespasian," belonging to the same owner, and arrived at Gibraltar on the 22nd, where they remained for repairs and survey till the 28th. They reached Liverpool on the 22nd December.

After a careful consideration of the evidence, the Court found that the fatal injuries received by the fourth and second engineers on the 7th and 19th of September were caused by the bursting of the wing chambers immediately over the fires in the forward and after starboard boilers. The Court heard the evidence of professional men of great experience and intelligence, and also had laid before it a most exhaustive report from Messrs. Samson and Loxdale, both practical engineers, which was chiefly based upon experiments made at Liverpool on the return of the "Propontis." With these advantages, and having also witnessed an experiment made by these gentlemen upon an ingeniously prepared model produced in Court, the Court was enabled to arrive at a satisfactory conclusion as to the cause of these disasters. The Court believed that the explosions are to be directly attributed to the following causes, viz., want of proper steam communication between the two sections of the boilers, which occasioned at times a difference of pressure in the two sections which forced the water from the section in which the greater pressure existed into the other section, varying the water level in the two sections to a very considerable extent, and thereby causing defective circulation in the section with greater pressure. Also the semi-circular or dished plates in the chambers which exploded having only a space of two inches between them, and the shell of that part of the chamber on which the flame from the furnaces most directly impinged, were a serious element of danger, and in a great measure conduced to the explosions. The Court was of opinion that the bursting of the chambers was not in any way due to defective material or workmanship. The Court, therefore, found that neither the master nor the owner of the "Propontis" was to blame for these fatal disasters, and returned to the master his certificate.

T. S. Raffles,
Stipendiary Magistrate.
R. Ashmore Powell,
Nautical Assessor.
Jas. Urquhart, Jas. Hosken, } Engineer Assessors.

## "QUEEN," (S.S.), and "DAVID AND ANN."

The "Queen" is a screw steamer, built of iron at Govan in 1861, her registered tonnage being 28,369. She is registered at the Port of Aberdeen. Her official number is 43,556, and John Webster, Robert Catto, and Simpson Shepherd are joint owners of the vessel. The "Queen," with a crew of 25 all told, left Aberdeen on the morning of the 28th January 1876, at 4.20 a.m. with a cargo of goods, cattle, and sheep, and 30 passengers, the weather at the time being fine. She proceeded on her voyage towards Granton until about 8 a.m. same morning, when she met a fleet of fishing boats, in their usual fishing grounds, about six miles E. by S. of the Bell Rock. The vessel at this time was under the charge of Alexander Donald, chief mate, having a certificate of competency as master, No. 32,713, there appearing to have been along with him on the watch the carpenter and two able seamen. Between 8 and 9 the mate went below to breakfast, leaving the carpenter in charge of the watch. After the mate returned to the bridge and took charge they passed quite close to a fishing boat called the "Morning Star," so close that the "Morning Star" had to wear round to keep clear of the steamer, which was done with difficulty; at this time the "Queen's" helm was aport, and the vessel paying off to the westward from the regular course she had been steering, S.W. ½ W. After clearing the "Morning Star" another boat, the "David and Ann," of Auchmithie, was seen a short distance off. The steamer having been brought to her original course, S.W. ½ W., brou ghtthe "David and Ann" about a point and a half on her starboard bow. The crew of the "David and Ann" at this time supposing the steamer meant to pass ahead of them luffed up in the wind to deaden the boat's way. Both the "Morning Star" and the "David and Ann" were at this time shooting their lines. Immediately on the "David and Ann" luffing up, and stopping her way, the chief engineer, who was on the bridge. told the chief mate that they would run down the "David and Ann," upon which the mate waved to the man at the wheel to put the helm a-port, and continued waving so as to have it put hard a-port. Immediately before the collision took place the engineer telegraphed to the engine-room to stop the engines, and jumped down to the engine-room to assist the second engineer in doing so. Before he had got to the engine-room the collision had taken place, the "David and Ann" being cut in two pieces, and one man drowned; the rest of the crew having been picked up by the steamer's boats. Up to the time of the collision the steamer was going full speed, about 10 knots an hour.

The Court, with the assistance of the Nautical Assessors, having carefully considered the whole evidence in the case, are of opinion that the steamer ought not to have been navigated at full speed in the middle of a fleet of fishing boats.

That the look-out was insufficient, and that due and proper precautions were not taken by the mate, Alexander Donald, who was in charge of the watch, the result being the loss of the "David and Ann," and one of her crew.

The Court therefore finds the mate, Alexander Donald, in default, and suspends his certificate for 12 calendar months from this date with a recommendation to the Board of Trade to grant him a second mate's certificate.

The Court being further of opinion that William Reid, the master of the "Queen," is not in default, have returned him his certificate.

The Court cannot close this inquiry without expressing their disapproval of the practice of leaving the deck, especially of a passenger steamer, in charge of a carpenter. They are further of opinion that the steering wheel ought to be amidships on the bridge, and not in the extreme after end as in this case.

YOUNG PENTLAND, J.P.
JAMES POWRIE, J.P.
HENRY KNOX, GEO. BURNETT, } Nautical Assessors.

## "QUEEN OF THE FLEET."

The British barque "Queen of the Fleet," of the Port of Liverpool, was a wooden vessel, built at Yarmouth, Nova Scotia, in the year 1857, and of the registered measurement of 592·81 tons, and was lately commanded by James Tarney, who holds a certificate of competency.

The vessel sailed from the Port of Maryport on the 28th of August last in ballast, bound for Miramichi. Before sailing she was fitted with Adair's patent double-action pumps, in consequence of having made some little water whilst lying aground in the harbour. The vessel experienced moderate weather after leaving port, but notwithstanding the leak increased, and on the 9th day out she made so much water that the crew refused to proceed further with her, and she then bore up, and ran for, and came to anchor in Belfast Lough. The vessel was surveyed in the Lough, and ordered to proceed to Barrow for repairs. She was there placed in a graving dock and examined by a surveyor of the Board of Trade, and the repairs which she required appear to have been properly executed, and to the satisfaction of the surveyors of the insurance clubs in which she was insured. After being so repaired the vessel sailed from Barrow for Miramichi on the 22nd day of September, but two days afterwards, in a sudden squall from the north-west (which took the vessel aback), her foretopmast head was broken, and her fore and main topgallant masts and several sails and other things were carried away. These losses having been replaced or repaired as far as possible, the vessel prosecuted her voyage, experiencing very heavy and stormy weather thereon, and on the 15th of October she sprang a-leak and made so much water therefrom on that and following days that the pumps had to be constantly kept going day and night without intermission. On the 18th the crew intimated to the captain that they had determined to abandon the vessel the first opportunity, and they only consented to continue at the pumps until a vessel came in sight. On the 21st the barque "Enchantress," of St. John's, New Brunswick, was sighted, and the crew, alleging that they were exhausted by constant pumping, abandoned the "Queen of the Fleet," and after great difficulty and risk succeeded in getting safely on board the "Enchantress." They, however, lost their effects, and the master his chronometer and sextant. The "Enchantress" hove in sight about 7 o'clock in the morning, and the crew ceased pumping about half-past 9, when there were about two feet of water in their vessel's hold, but when they finally abandoned her about five or six hours afterwards the water had increased to between seven and eight feet.

*Judgment.*

The Court having duly weighed and considered the evidence before it is of opinion that the "Queen of the Fleet" when she sailed from Barrow was in an efficient state of repair, and that afterwards when she sprang a-leak, and made a great deal of water, everything was done by the captain to keep her afloat, but the crew having determined upon leaving the ship so soon as any vessel hove in sight, the captain had no option but to abandon her. If, however, he had been willingly supported by his crew it is possible the vessel might have been kept afloat and got into a port of safety.

The Court accordingly returns the master his certificate.

ROBERT RITSON, J.P.
H. P. SENHOUSE, J.P.
G. TREFUSIS HOLT, WM. PARFITT, } Nautical Assessors.

## "QUEEN OF THE LAKES."

The "Queen of the Lakes," official number 50,712, was a wooden ship of 1,153 $\frac{68}{100}$ register tons, built at Quebec, in the year 1864, and owned by Abram Lyle, sugar refiner, in Greenock. Upon her last voyage she was commanded by Captain Robert Crawford, who holds a certificate of competency, number 84,254. She sailed from Greenock upon the 12th October 1874, bound upon a voyage to Point de Galle and Colombo, having on board a crew of 26 hands all told. At this latter port she discharged her cargo, which consisted of 1,500 tons of coal. She thereupon took in ballast, and proceeded to Moulmein, where she loaded a cargo of 1,313 tons of teak, and sailed upon 12th July 1875 for the United Kingdom, for orders.

It appears from the evidence that the vessel, when she left Greenock, was in good order and condition, and was well manned and equipped. About a week after starting she began to leak from a point in the bow, and made some water, but this was easily kept under by the pumps until she arrived at Colombo, when the leak was discovered by the carpenter, and stopped by him.

After leaving Moulmein on the homeward passage, and whilst proceeding down the Bay of Bengal, in the south-west monsoon, she encountered squally weather, and during one of the heavy squalls on 9th August 1875 the cargo shifted. She proceeded on her voyage until nearing the Western Islands, where the weather was very stormy, with heavy cross seas, and the vessel strained very much, and made a considerable quantity of water, the wind varying from S.W. to N.W., blowing heavily. On the 6th December the water gradually increased, until the pumps would not suck, although all hands were constantly employed at them. The ship upon 7th December showed symptoms of breaking up, the stem having started, as well as the planks and butts. A steamer hove in sight upon the 8th December, and the crew being exhausted at the pumps, and unable to keep the ship free, requested the master to abandon her, and the master and officers agreed to do this, considering that she was no longer seaworthy. At this time she was nearly on her beam ends, and full of water, although all hands had been at the pumps for 48 hours without intermission. The vessel was accordingly abandoned in latitude 48° 31′ N., longitude 20° 19′ W.

The Justices having heard the evidence adduced find as follows:—

First. That the abandonment of the ship "Queen of the Lakes," on her voyage from Moulmein to the United Kingdom, was occasioned by the shifting of the cargo and stress of weather.

Second. That the captain, officers, and crew appear to have done everything in their power to save the ship, and were justified in abandoning her, in consequence of the condition in which she was, upon 8th December 1875. The Justices accordingly return Captain Crawford's certificate to him.

T. O. HUNTER, J.P.
GRAHAM BRYMNER, J.P.
B. G. W. NICOLAS, GEO. BURNETT, } Nautical Assessors.

## "REAPER."

The "Reaper" was a square rigged brigantine, 130 $\frac{5}{10}$ feet long and 30 $\frac{7}{10}$ broad, built of wood, at Quaco, St. John, New Brunswick, in November 1874. She was of 349.79 register tonnage, and had a crew of nine hands, including the master. The "Reaper" sailed from St. John, New Brunswick, for Galway, on the 25th November last, with a cargo of timber. Nothing happened of any importance during the voyage until the evening of the 19th December, when the Inisheer Light was sighted, for which the "Reaper" steered without taking any bearings. At 11 p.m. the Inisheer Light was abeam, distant about a quarter of a mile; the "Reaper" then having all plain sail set, and going about 4½ knots. At 10.30. the master and mate held a conversation in the cabin, as to the proper course for Galway, the night being then described as dark and squally.

The master gave instructions to the mate to steer N.E. for an hour and a half, and that he was to be called if anything happened; the lead and log to be kept constantly going. At 12 o'clock the vessel was braced up on the port tack by order of the mate, and at 12.45 the look-out man and the mate observing the proximity of what they thought was land and surf, let go a bower anchor and clewed up the

sails. The vessel dragging, the second anchor was let go, but failed to bring her up, and she shortly afterwards stranded on the Irish Coast near Spiddal, and eventually became a wreck; the crew landing in their two boats in safety. About 8 a.m., the master landed in a shore boat, and went to Galway for assistance. A tug was obtained and went to the "Reaper," but was unable to render any assistance.

The Court after carefully considering the evidence are of opinion:

1st. The master in approaching land should have been constantly on deck, particularly at the time (12 o'clock p.m.), the vessel had run for an hour and a half according to his orders, and when her course should have been changed to the eastward. The Court, therefore consider him in default.

2nd. The Court also consider the mate, Robert J. Pattle, grossly in default, in that he presumed to place the ship on the port tack at 12 o'clock p.m. in direct contradiction to the master's order.

The Court, therefore, suspend the master, Jacob de Long's certificate for six calendar months, and the mate, Robert J. Pattle's, for twelve calendar months.

BENJAMIN HILL,
Stipendiary Magistrate.

C. S. BROOME, WILLM. CURLING, } Nautical Assessors.

## "REGINA."

The "Regina" was a sailing vessel, built at Rustico, P. E. Island, in the year 1845; her official number was 2,656; number, date, and port of registry, $\frac{9}{1874}$, Grimsby. She had one deck, two masts, was brig rigged, square stern, carvel build, her framework being wood; length from fore part of stem under bowsprit 96 feet 8 tenths; main breadth to outside of plank 23 feet 1 tenth; depth in hold from tonnage deck to ceiling at midships 14 feet 4 tenths; tonnage under tonnage deck 196·05; gross tonnage 200·02; registered tonnage 185.31. We may take it for granted that the "Regina" was a perfectly seaworthy good ship, well found and equipped in every way, and the evidence shows that large sums, amounting altogether to nearly 1,300*l.*, have been extended upon her within the last 18 months under the direction of the surveyors of the Board of Trade.

On October 22nd she sailed from Boulogne, the wind being S.E., with rain. The wind increased the next day, and the weather was thick at intervals. The evidence shows the courses of the vessel, and the causes which led to her being obliged to try and get through Pakefield Gat.

In this she was successful, and we think her doing so was a judicious course to pursue. When she had got through the gat she rounded the south buoy of the Newcome, and it is stated that the captain's intention was to get into Pakefield Road.

One anchor was on the forecastle, and one just hanging off the bow by the shank painter, ready to be let go. As the "Regina" went into the gat, the mainsail and main topgallant sail were stowed, and while they were doing this a squall came on, and both yards were braced up as soon as they got near the Newcome Buoy, being busy as they passed it in taking in sail. The intention after this appears to have been to stay her, and then to take in the sails, bringing up under the Newcome Sand. When, however, the attempt was made to stay her she missed stays, and the foresail was hauled up; they let go the topsail halyards, and the anchor was let go, 45 fathoms of chain being at once taken out, and shortly afterwards she took 15 more; the "Regina" being at that time, it is stated, about midway between the main-land and the sand-bank, the whole distance being about three-quarters of a mile. In about two hours afterwards she began to bump, and she was hailed from the shore to slip the cable, which was done, the "Regina" then being about two cables lengths from the shore. Signals were made, and by means of the rocket apparatus used by the coastguard the crew were saved, the "Regina" becoming a total wreck.

After carefully considering this case, we are of opinion that the master, Thomas Young, when he had got through the gat, and had passed the Newcome Buoy, did not pursue the most judicious course which was open to him, which in our opinion was, instead of attempting to stay her at once, to have let go one or both anchors, which we have every reason for believing would have enabled him safely to ride under the lee of the Newcome until the wind moderated; and we have failed altogether in finding any sufficient reason for his not taking this course. For this we find him in default. We find from the evidence that the master was at the time of this disaster in bad health, that he had immediately before been bedfast while at Boulogne. We find also that it was his watch below from 12 to 4 p.m. on the 23rd, and that the mate neglected to call him until 3 p.m., when the "Regina" was already in a difficult position, owing to her close proximity to the Holm Tail, necessitating a return to the southward, the "Regina" having already passed Pakefield Gat nearly an hour, an entry into which might have been effected at that earlier period, by which they might have been thus enabled to reach Pakefield Road before the shifting of the wind. We find also that the master, Thomas Young, has borne an excellent character for many years for attention, sobriety, and competency as a master.

Captain Young does not hold any certificate from the Board of Trade.

After duly considering all the circumstances, we are inclined to look somewhat leniently on the default we have found Captain Young to have been guilty of, and to treat it as if it could be considered a very grave error of judgment only. We therefore do not make any order for costs against Captain Young under section 436 of the Merchant Shipping Act, 1854.

T. H. TRAVIS,
Police Magistrate.

B. G. W. NICOLAS, A. RONALDSON, } Nautical Assessors.

## "RENOWN," (S.S.)

The "Renown" (formerly named the "T. A. Gibb") was an iron screw steamship, built at Willington Quay, Newcastle, in the year 1865, by Messrs. Marshall Brothers, of Willington. She had two decks and three masts, was of 1,169$\frac{10}{100}$ tons gross and 735$\frac{88}{100}$ tons register.

She was propelled by two inverted direct-acting compound surface condensing engines of 98 horses' power combined, which were built in the year 1873 by Messrs. W. B. Thompson and Co., engineers, of Tay Foundry, Dundee.

The vessel was the property of William Shevill Lishman, of Newcastle-on-Tyne, merchant, and five other persons.

At the time of the casualty she had a crew of 23 hands all told, and was under the command of Mr. William Smith, who holds a master's certificate of competency.

The engine-room staff consisted of Mr. James Robert Wilkinson, chief engineer, who held a certificate of competency; David Pelton, second engineer; and John Gardiner Wilkinson, third engineer; and five firemen.

She left Newcastle on the 29th of June last on a voyage to Suez, with a cargo of 1,300 tons of coals, and on Thursday the 1st of July, about 5.30 a.m., she was off the Kentish Knock Light-vessel, which bore S.W., distant 1$\frac{1}{2}$ miles, going at full speed, about seven knots an hour, when a loud report was heard in the engine-room; the vessel was at once stopped, but it was found impossible to enter the engine-room to render assistance, owing to the heat. Richard Hyson, one of the firemen, was the first to come up, he was too much injured to give any account of what had occurred. He was followed by the three engineers, who were all much injured. The smack "Victoria," of Ramsgate, which was in sight, was signalled and arrived alongside about 6 o'clock, and by means of her boat the injured men were put on board the smack, accompanied by the chief mate and two hands, and taken to Ramsgate for medical assistance. Before the smack arrived at Ramsgate, however, the chief and second engineers, and the fireman, died from the effects of their injuries, the third engineer was taken to the hospital and ultimately recovered.

When access could be obtained to the engine-room it was discovered that the port boiler had burst. Assistance was obtained, and the vessel was towed into Millwall Dock.

From the evidence it appeared that this vessel was fitted with a pair of multitubular boilers, cylindrical in the shell and in the furnace tubes, having a length of about 10 feet, a diameter of 10 feet 2 inches in the shell, and of 3 feet in the furnaces. On the top of each boiler was a cylindrical steam dome, measuring about 6 feet in height by 4 feet in diameter.

The thickness in the plates in the cylindrical portion of the shell was 23.32nds., and in the dome $\frac{1}{2}$ an inch. Each boiler was fitted with a single lever safety valve, enclosed in a cast-iron box, and loaded to a blowing off pressure of 65lbs. on the square nch.

The boiler that failed was the one on the port side, and it gave way at the base of the cylindrical steam dome, which was attached to the shell by a double row of rivets; the plate of the dome being flanged, and the shell of the boiler beneath the dome left intact, with the exception of a manhole cut in it. The fracture round the base of the steam dome ran through the inner line of rivet holes for the greater part of its course, and through the solid metal at the root of the flanging for the remainder.

A test of one of the plates cut from the steam dome in the locality of the fracture showed that its tensile power was low, added to which the dome was plated circumferentially, so that the flanging was across the grain, which is not desirable, while on an examination of the steam dome of the starboard boiler, several cracks in the neighbourhood of the flange were discovered, showing that the plate had suffered from flanging,

The shell plate at the base of a steam dome, having the steam pressure on each side of it, has nothing to retain it in its arched shape, and is therefore, in the opinion of the Court, unfit to resist the strain to which it is subjected; so that the tendency is for these plates to be flattened downwards.

In the port boiler, which failed, this flattening was found to have taken place, and this must have increased the strain upon the flange at the base of the dome, already insufficient for its duty.

In the course of the investigation it was suggested that the engineer had locked one or both of the safely valves by means of screw bolts introduced through the cover of the safety valve box, but it is well known that safety valves are apt to give trouble at sea from the pitching and tossing of the vessel in rough weather; and there was no evidence to show that the engineer introduced these bolts for any other purpose than of checking this; nor was there any evidence that the valve was ever jammed down fast by the bolts in question, and the Board of Trade engineers, who were examined, stated that the bolts were not long enough to have done so. Further, there was no evidence of excessive pressure having been shown by either gauge at any time. No witness had seen the gauge indicate more than 65 lbs., while the majority had seen it range from 55 lbs. to 57 lbs., and there was no evidence that the safety valves had ever been jammed down by the screw bolts in question.

After a careful consideration of all the circumstances in this case the Court is of opinion,—

That the design of the boiler was faulty, and the plates of which it was made inferior in quality, and that to these causes combined the explosion was mainly due.

That steam domes when applied to the cylindrical shells of boilers always have a tendency to weaken them, and should, in the opinion of the Court, never be adopted unless adequately strengthened and stiffened at the base, which had not been done in the boiler in question, and where practicable steam domes should be dispensed with altogether.

Further, it is of the utmost importance that the construction of safety valves for marine boilers should be carefully reconsidered, in order to prevent their action being so disturbed by the pitching of the vessel as in the present case, and thus allowing so much steam to blow off to waste.

In conclusion, the assessors beg to observe that they would not have passed such a boiler at the pressure stated, they being of opinion that it could not proceed to sea without serious danger to human life.

It is but right to state that there was no evidence to show that these defects were ever brought to the notice of the owners of the vessel, or that they had any knowledge of them, consequently the Court feel that no blame can attach to them.

JOHN BALGUY,
Stipendiary Magistrate.

W. EAMES,
THOMAS W. TRAILL,
LAVINGTON E. FLETCHER,
} Engineer Assessors.

## "RESCUE."

The "Rescue" was a wood vessel, of the burden of 261 tons per register, originally built at Lubeck, and transferred to the British flag on the 22nd October 1864, and at the time she was lost was commanded by William Thompson, who was also sole owner.

She sailed from Cronstadt on the 3rd day of October last with a crew of eight hands all told, laden with a cargo of deals and battens. She was full up below deck, and on her deck was part of her cargo, laid fore and aft, as far as the deck-house aft, and as far as the windlass forward, about 20 inches in height, well secured. The whole of the witnesses bear testimony to the soundness of the ship and sufficiency in equipment. At the time of sailing they had the wind from the eastward, and on the evening of the 13th they had got close to Bornholm. About 5 o'clock they made the light of Ertholm, which lies to the eastward of the island of Bornholm, and passed it on the port hand, on the larboard tack, under close-reefed topsails, heading W. to W.S.W., blowing a gale from the eastward, and going about eight knots. It was the mate's watch from 8 to 12 that night, and the course during his watch was not altered. At 9 p.m. they had the lights of Sandhammer abeam of them; at 10 the lights were on the starboard quarter, and at 11 p.m. the mate went into the mizen rigging and took the bearings and distance of these lights. They bore N.E., distant 17 miles. At midnight the master came on deck, and all hands were called to lay the ship to on the starboard tack. The master took his watch from 12 to 4 a.m. It is in evidence that the vessel was fore reaching about one and a half knots, and making six to seven points of leeway. The weather during the fore part of the previous evening had come in rather thick, with wet sleet falling, and the wind blew with great violence. At 4 a.m. the mate relieved the master; the weather had cleared, but it still blew with great violence, the sea very high, and occasionally pooping them. There is some evidence that orders were given by the captain to take soundings and use the lead, and in pursuance of that order the mate states that about half-past 4 he took a cast of the hand lead, but did not get bottom. Shortly afterwards he took another cast and obtained nine fathoms. A few minutes after this, one of the men on the look-out reported something ahead, and just at this time the mate got a second cast, and only four and a quarter fathoms obtained; and the master, who had just come on deck, immediately ordered the helm hard up, and the foretopmast staysail to be hauled down, the foresail to be lowered, and the yards squared to wear ship. The vessel payed off a few points, but the wind and sea held her by the starboard quarter, and whilst the foresail was being lowered the ship came to the ground and bumped heavily As she struck the ground the vessel's head canted off, and she came almost broadside on to the beach, and the sea made a complete breach over her. They remained by her for about an hour, during which time the day broke, and they found themselves stranded off the village of Torpe. The vessel was very soon hogged, as she came up in the middle, and parted the rails. The crew got into their long-boat and pulled through the breakers, and landed safely on the beach, saving very little of their effects. They remained close by the beach, and assistance came through the British Consul, and it is alleged that the whole of the cargo was saved. The deck cargo does not appear to have been disturbed.

The causes which have led to the loss of this vessel appear to have been the absence of use of the lead at an earlier period than it was; after taking their position by compass bearings with the lights at Sandhammer, the deep-sea lead should, in our opinion, have been used. We have had witnesses from both watches, and not one of them ever saw it used. She appears to have been perfectly tight, and all her running gear and equipments in first-rate order. We are therefore unanimous in finding the master guilty of an error in judgment. We may observe that we made an inspection of the record in the log kept by the mate. The distance bearings from Sandhammer lights appear to have been originally entered 12 miles, and the figure 2 is partially erased with a knife, and 7 made of it. The mate in his evidence strongly maintained that it was the original entry; that the distance was 17 miles, but in recording it he might have made a mistake, and used a knife to erase it and correct it, but he does not remember doing so.

*Judgment.*

I have carefully considered the evidence in this case, and with the assistance of the Nautical Assessors, who concur with me, I have no hesitation in saying that I find the loss of the "Rescue" was caused by an error of judgment of the master in not seeing the order to use the lead, which he appears to have given the mate, duly carried out, and by that means ascertained his position.

The vessel appears to have been a staunch and well-found craft, her cargo was well stowed, and notwithstanding the severity of the weather, was capable of being safely navigated. Taking into consideration the very high testimony which has been borne to his character by several gentlemen of consideration and position in the neighbourhood, and also taking into consideration the fact of his having held his certificate for more than 26 years without any blemish on his reputation as a seaman, acting upon

what appears to be the result of the facts proved in this case, I therefore return him his certificate.

J. A. Yorke,
Stipendiary Magistrate.

B. G. W. Nicolas, } Nautical Assessors.
John S. Castle, }

## "RHONDDA."

The "Rhondda" was a wooden vessel built at Cardiff in 1848, schooner-rigged, of 179·63 tons, owned by James Ward, of Whitby, at which port she was registered, her official number being 1,356. She left the Tyne at 8 a.m. on 7th September 1875, with a cargo of about 325 tons of coal, bound for Rotterdam.

Her crew consisted of seven hands, including her master, Thomas Ward, who holds no certificate.

At 6 a.m. on the 12th of September (the mate, Isaac Estill, being in charge of the deck), the vessel had run 75 miles by patent log on a south-east course from the Newarp Light, a cast of the lead was taken in 11 fathoms; the weather was then hazy, with a moderate breeze from N.E. by E. The vessel was hauled to the wind S.E. by E., and the small sails taken in. At 7.30 a.m. soundings were obtained in six and a half fathoms, and the master was called, who ordered the vessel to be tacked, and a N. by W. course was made. Shortly after 8 a.m. she was again tacked, and stood to the south-eastward. At this time the weather cleared a little, and the land was indistinctly seen; between this and the time of stranding the Godeeree Lighthouse was made out, and a buoy was seen, which clearly indicated shoal water, but the lead was either entirely neglected or sufficient attention was not paid to the soundings, and at 9.20 a.m., whilst preparing to tack, the ship struck on the Hinder Bank, off the coast of Holland, Goederee Lighthouse bearing S.S.E. The vessel bumped heavily, and shortly after commenced to make water. A kedge anchor and warp were got ready, but before they could be laid out a steamer went down and attempted to tow her off the bank. Shortly afterwards another steamer also tried to tow her off, but without success.

A pilot was then on board, and the master was acting under his advice. A small quantity of coal was discharged into fishing boats, and the stores were saved.

After about two hours the vessel commenced breaking up, and she was abandoned, the steamers taking the master and crew to Rotterdam.

No lives lost. The vessel was insured for 1,000*l.*, which appears to have been her full value.

The evidence with regard to the use of the lead is very vague and unsatisfactory. The mate says he was constantly heaving it, but he did not know whether the depth of water decreased or otherwise. The master states that he ordered a cast of the lead at 8.30 a.m., when six fathoms were reported, and immediately afterwards the ship struck.

George Long, who was at the helm, did not see that the lead was hove at all.

*Judgment.*

After a careful consideration of the evidence adduced in this inquiry, together with the statement of the master, the Court finds that the "Rhondda" was stranded on the coast of Holland through the careless navigation of Thomas Ward, the master, and, therefore, finds him in default.

Had he held a certificate it would have been suspended.

The Court orders him to pay 10*l.* towards defraying the expenses of the inquiry.

Edmund H. Turton, J.P.
Ed. Corner, J.P.

R. Ashmore Powell, } Nautical Assessors.
C. Y. Ward, }

## "RISCA," (S.S.)

The "Risca" is a schooner-rigged iron screw steamer 689 gross, and 508 tons register, with two compound engines of 90 H.P. combined. She was built at Stockton-on-Tees in 1866, and had a new boiler with extensive alterations to her machinery in 1873. She is owned by the Mersey Screw Steamship Company, Limited, of Liverpool, and sailed from London on the 16th September last, with a general cargo bound for Gibraltar and elsewhere, under the command of Mr. Thomas Nash, who holds a certificate of competency, and had a crew of 22 hands all told; of this crew Adolphus Schlosshauer, chief mate, David Dick, chief engineer, and Robert Armstrong, second engineer, also held certificates of competency. Nothing material occurred until the morning of the 20th September last, when in lat. 45° 15′ North, long. 8° 7′ West, the vessel proceeding under steam alone against a head swell, but moderate breeze, steering south-west, at a speed of about six knots per hour, the master heard from the cabin an unusual noise in the engine-room. He at once went thither, and found Robert Armstrong, second engineer, in charge of the engines, who, upon the master's inquiring into the cause of the strange sound and vibration, replied that it was the engine priming. The master suggested drawing the fires, and then ascertaining whether there was sufficient water in the boiler, but Armstrong in evident embarrassment went on deck and called the chief engineer. The master, ignorant of the purpose for which Armstrong had left the engine-room, followed him on deck, and opened the safety valve on the bridge. He then returned to the engine-room with the engineers. The chief engineer after looking at the gauge glass and blowing it through immediately gave orders for the fires to be drawn, and on looking into the starboard wing furnace saw that the crown of it had collapsed. The foresail, topsail jib, and foretrysail were then set, but the screw being at rest counteracted the influence of the helm, and prevented the vessel from steering. The strength of the breeze at this time is given by the master in his evidence at from three to four Beaufort's scale. About 11 a.m. signals were made to three passing steamers, one of which, the "Breeze," came alongside and at 2 p.m. took the "Risca" in tow, and towed her to Falmouth, where she arrived in the evening of the 23rd September last. The screw had been disconnected at 4 p.m.

It is pleaded for the owners, the master, engineers, and officers, that the damage to the boiler was purely accidental, arising from discoloration of the "gauge glass," which prevented the engineer in charge from detecting the quantity of water blown from the boiler. The Court cannot admit such a plea.

Having carefully considered the voluminous evidence given in the inquiry, the Court is of opinion that Robert Armstrong, second engineer of the "Risca," is in default in many important respects, and particularly, that whilst on duty during the forenoon of the 20th September last he took no effective means to ascertain the state of the boiler which resulted in the collapsing of the furnaces, and thereby endangering life and property, and for this default suspend his certificate, number 12,063, for two years from this date.

The Court consider that Mr. Thomas Nash, the master, and the chief officer, Adolph Schlosshauer, are free from all blame in this matter.

R. L. Richards, Mayor.
Jno. Tucker, J.P.

John Steele, } Assessors.
H. D. Grey, }

## "ROBERT BOAK."

The "Robert Boak" was built of wood at Truro, Nova Scotia, in 1864, and was registered of 639 tons. She was owned by Messrs. De Wolf, of Liverpool. She was commanded by Mr. Josias French Irish, who holds a certificate of competency, dated 11th July 1874, and had a crew of 16 hands all told. She sailed from Cardiff on the 27th March last, with a cargo of 871 tons of patent fuel, and after lying in Penarth Roads till the 30th, to complete her crew, she proceeded down channel. Meeting with heavy weather she commenced to leak, and though the pumps were kept constantly going the water increased, and the crew insisted on the 4th of April on putting back, and the master took her to Falmouth on the 5th. She there discharged about 500 tons of cargo, and underwent an extensive repair, which detained her till the 1st of May, when having re-shipped her cargo, she proceeded to sea, bound for Hong Kong. Shortly after leaving she again encountered heavy weather, and the pumps were regularly worked every watch. But the weather moderated, and the water was easily kept under up to the 3rd of July, when they were in lat. 24° 39′ S. and long. 28° 59′ W., and a gale sprung up which compelled them to take in sail. At noon on the 3rd, the chief mate suspecting that the ship had not been properly pumped by his watch in the time they had given to it, got the carpenter to sound, and he found 19 inches of water, and at 4 p.m. there were two feet in her. All hands continued to pump till 5 p.m.,

when the master ordered them to let the pumps stand for an hour, and at 6 p.m. the carpenter reported 3 ft. 2 in. of water. While the pumps were standing, the master, second mate, and carpenter made an examination in the holds, fore and aft, so far as they could, but failed to see or hear anything indicating any specific cause for the increase of water. All hands and both pumps were kept going till 11.30 p.m., when the crew came aft, and asked the master to put in to the nearest port as they could not keep the leak under. He then ran her before the wind, but finding she made as much water he hauled up for Rio, after consulting with his officers. At 6 a.m. on the 4th, the leak increasing and a strong gale still blowing, the boats were got ready for launching, if required. Shortly before 8 a.m. a ship was sighted, and the ensign was hoisted union down as a signal of distress. The ship, which proved to be the "Coloma," of Providence, Rhode Island, hove to, and the master of the "Robert Boak," with the second mate and four hands, went off to her. After a consultation, the chief officer and carpenter of the "Coloma" went on board the "Robert Boak" and sounded her. They found nearly five feet of water in her, and after remaining on board for half an hour, they found she was making water at the rate of 18 inches an hour. The master of the "Robert Boak" returned to his ship after failing to get volunteers from the "Coloma" to assist in taking her to Rio, and tried to induce his own crew to remain by her and navigate her to that port, but they refused to stay in her, and the master eventually abandoned his ship, and they all went on board the "Coloma" at 3.30 p.m., leaving from eight to nine feet of water in the "Robert Boak." They lost sight of her about 5 p.m. The master and the crew were brought to Queenstown.

The Court was of opinion that the master of the "Robert Boak" was justified in leaving his ship. She was colonial built and carried a heavy cargo, but it appeared to have been properly stowed, and the Court did not consider that she was overladen. The evidence showed that she laboured considerably in the heavy weather which she encountered. No doubt extensive repairs were done to her at Falmouth after she put back, and she sailed from that port apparently sound and seaworthy. But meeting again with bad weather, and straining very much, her seams and butts must again have opened, till they were unable to keep down the water and were compelled to abandon her.

The Court returned to Mr. Irish his certificate.

The owners were not entirely covered by insurance.

T. S. Raffles,
Stipendiary Magistrate.

R. Ashmore Powell, Retd. Rear-Admiral, } Nautical Assessor.

W. Quiggin,
Shipwright Assessor.

## "ROBIN HOOD," (S.S.)

The "Robin Hood" was a wooden paddle tug steamer, official number 58,716, of 81 tons gross tonnage and 11·96 registered tonnage, fitted with an engine of 40 horse power; she was built at North Shields, in the county of Northumberland, in 1868, owned by William Wright, shipowner, of South Shields, in the county of Durham, and others. She was commanded by Mr. William James Patton, who holds no certificate, and had a crew of four hands all told.

This vessel left the Tyne at 4 a.m. on the 14th October 1875, bound to sea in search of employment, the weather at the time being fine and the sea smooth. At 9 a.m. they were six or seven miles north of Coquet Island, the breeze was then rapidly increasing with a high sea, and the master determined to run back to the Tyne for shelter. At 12.20 p.m. the vessel was on Shields Bar, steering fair in for the entrance of the Tyne; at this time there was a heavy gale blowing from the E.S. East, with a very heavy sea. The engines of the vessel were eased in order to have the vessel under control, when a heavy sea struck her on the stern, lifting it up and driving the bows completely under water; at the same time she broached to, capsized, and sank, drowning all hands, with the exception of the master, who was picked up by Mr. Joseph Cooke, the master of the steam tug "Toiler," which vessel immediately proceeded to their assistance.

*Judgment.*

The Court, having carefully considered the evidence in this case, is of opinion that the loss of the "Robin Hood" tug steamer was owing solely to the exceedingly high sea, which came away very rapidly on the morning of the 14th October last, and was not owing to any defect in the vessel, or default on the part of the master, Mr. William James Patton, or any of the crew. The Court is further of opinion that great praise is due to Mr. Joseph Cooke, the master of the steam tug "Toiler," for his promptitude and energy in rescuing Mr. Patton, the master of the "Robin Hood."

Joseph Spence, J.P.
Eml. Young, J.P.
John S. Castle,
Nautical Assessor.

## "ROLLO."

The "Rollo," a sailing ship of 582 tons register, was built of wood at Bridport, in the county of Dorset, in the year 1868. She had one deck, and three masts, was barque rigged, and the property of Mr. James Shepherd, of No. 1, Lime Street Square, in the city of London, and three other persons.

At the time of her loss she was on a voyage from Malta to London with a cargo of Government stores. She was manned by a crew of 16 hands all told, and was commanded by Mr. William Thomas Way, who holds a master's certificate of competency. The captain's wife and their two children were on board.

The vessel left Malta on May 4th last, her draught of water being 17 feet 7½ inches aft, and 17 feet 3 inches forward. On Tuesday, May 23rd, while in stays, she touched the land about a mile and a half from Sabinal Lighthouse, and a mile from the shore; all sail was put aback, and a kedge run out astern, and with the assistance of a schooner the vessel was got off. About 5.30 of the same day, without any apparent injury, she proceeded on her voyage, and at midnight of June 3rd, a few hours before her loss, the second mate, Mr. Frank Squire, relieved the chief mate, and took charge of the deck; she was then standing N.E. by E.

The weather was very clear, and the wind had increased to a breeze from N. and N.W. Orders were given to keep a good look-out, to heave the lead now and then, and to call the captain in the event of land or lights being seen. The second mate states that between midnight and 3 a.m. of the 4th he took five casts of the lead, and that no bottom was found at 22 fathoms. The deep-sea lead was on board, but was not got out and used.

About 3.30 a.m. the second mate thought he saw the loom of the land about a point on the lee bow; he called the captain, who at once came on deck, and thought it was land a long way off, about eight miles; he then ordered the main sail to be hauled, and the jib to be lowered, intimating that he intended to put the ship round at 4 o'clock. The second mate went forward to furl the jib, and about 3.45 a.m., while so employed, the vessel struck heavily forward; she bumped two or three times as if going over a rock or sand banks; the helm was put hard up, the mizen lowered, and the vessel came round; the well was sounded, and three feet of water reported; the pumps were then manned, and in about half an hour the water had increased in the well to about six feet; half the crew were then told off to get out the boats, the remaining hands still working at the pumps.

By the time the boats were out the water was washing over the hold beams, and the covering board was nearly level with the water. All hands were then ordered into the boat, there being scarcely any time to save more than a few clothes, the chronometer, telescope, some few provisions, and water. After getting clear of the vessel three of the crew returned from the boat in the hopes of saving some more effects, and obtaining more provisions from the vessel, but after remaining on board for a few minutes only they were compelled to leave in the gig, and in about 20 minutes afterwards the vessel sank, going down head foremost, and entirely disappearing about 6.20 a.m.

The crew then pulled through a thick fog which had set in to the nearest shore, and were met by some boats belonging to the "Mundella," and were towed ashore and landed about 10 a.m.

On the following day the crew were sent to Oporto, and taken charge of by the consul, and eventually some were sent to Liverpool by steamer, and the remainder were forwarded by the steamship "Aurora" to London.

After a careful consideration of the evidence given in the case, and of the master's statement, the Court found that the barque "Rollo" was lost owing to the master standing too long upon the port tack, and her striking upon one of the outlying rocks that are off the coast in the neighbourhood of Oporto.

The master appeared to have been aware that he was nearing the land, yet he stood on neglecting to get soundings by the deep-sea lead, a precaution which would have given him timely warning of his danger. Even when he was called upon, land being reported, no immediate steps were taken to put the ship's head off shore, which would, in all probability, have saved her.

The Court therefore adjudged that the master, William Thomas Way, was in default, and that his certificate be suspended for six calendar months from this date.

J. H. Patteson,
Stipendiary Magistrate.

Edward Hight,
R. Ashmore Powell, } Nautical Assessors.

## "ROSE OF SHARON."

The "Rose of Sharon," a barque-rigged sailing ship, was built of wood, at Sunderland, in the county of Durham, in the year 1859. She had one deck, three masts, of 304 $\frac{50}{100}$ tons register, and was owned by Mr. John Hedley, of Blyth, in the county of Northumberland, shipowner.

She left Cronstadt in the early part of September last, on a voyage to London, with a cargo of about 150 tons of timber, a portion of which was stowed on deck. She also carried about 50 tons of iron stone or ore. She was commanded by Mr. James Diston, who holds a master's certificate of competency, and was manned by a crew of nine hands all told.

The vessel was navigated in safety till the evening of the 23rd of September, when about half-past seven o'clock the Mouse Lightship was sighted, bearing about S.E., distant about two miles. The weather was squally, with light rain, there is reason to believe that the vessel was farther over towards the Maplin Sand when passing this light-vessel than the witnesses were willing to admit. Having passed the "Mouse" preparations were made for anchoring at the Nore, as the master did not deem it prudent to proceed further in the then state of the weather.

While the men were aloft furling the mainsail a heavy squall passed over the ship. During this squall the vessel grounded upon the tail of the Maplin Sand, near the Black Tail Buoy, the tide at the time being the first quarter ebb. No danger to the vessel was at first anticipated and it was hoped that she would have been floated off, if the weather moderated upon the flood tide, an expectation that was not, however, realised. Some hours after grounding the vessel, which had been hitherto staunch, began to leak, and the following day some of her bottom planks floated up alongside, and finding nothing more could be done the vessel was abandoned. All hands were safely taken off by the boats of a smack, and landed that afternoon. The vessel was eventually salved, and taken to Deptford.

In reviewing the evidence, the Court was disposed to think that this casualty arose more from misadventure than from any absolute neglect or default on the part of the master. It found that the lead was not neglected, and that due precautions were taken for anchoring.

The Court thought that some efforts ought to have been made to lighten the ship of her deck cargo, which would not only have eased her, but have given her a better chance of floating on the flood.

With these observations the Court returned the master, Mr. Diston, his certificate.

J. H. Patteson,
Stipendiary Magistrate.

Hy. Harris,
B. G. W. Nicolas, } Nautical Assessors.

## "RUBENS," (S.S.)

The "Rubens" was a two-masted screw steamer, square rigged forward, 1,266 tons register, built at Sunderland by Messrs. Iliff, Mounsey, and Co. Her engines were by Messrs. Black and Hawthorn, of Gateshead, and she belonged to the Liverpool, Brazil, and River Plate Steam Navigation Company, Limited. Messrs. Lamport and Holt registered owners.

She was commanded by Joseph Schofield, who held a certificate of competency as master, official number 91,843.

She sailed from Buenos Ayres on the 5th of December last, calling at Monte Video, Bahia, and Madeira, which latter port she left on the 5th of January last, with a crew of 40 all told, and she was well found at the time of leaving.

She was bound for Antwerp with a full cargo of wool and hides, &c.

Her draught of water was 17 feet 3 inches on an even keel.

She made the Start Point Light on the 16th of January about 6 p.m., and on the 17th was abeam of the Portland Low Light at 1.15 a.m., and the Shambles at 1.30 a.m. bore N. by E., distant eight miles.

It is stated by the captain that he steered the following courses:—E.S.E. southerly, 44 miles, E. by S. southerly, 3 miles, E. 2° S. southerly 2 miles, E. $\frac{3}{4}$ S. 28 miles and $\frac{3}{4}$, E. 2° S., southerly, 15 miles, E. 2° N. 15 miles.

The chief officer took charge of the watch at noon of the 17th of January, the master being on deck all the watch, the weather at the time being foggy. No land had been seen since leaving the Shambles Light. This fog had commenced about 7 a.m. that day, but ships could be seen from three to four miles off.

At 9.20 a.m. a cast of the lead was taken and 18 fathoms sand and shells.

At noon, the weather being still the same, soundings were again taken and 37 fathoms gravel bottom.

About 2.30 p.m., on account of the dense fog which had then come on, the engines were "slowed," and according to the same authority were continued going "dead slow" until they stopped for another cast at 3 p.m., 15½ fathoms sand and shells.

At 3.7 p.m. they went on again "dead slow," and the master then hauled her out half a point, and noticing a change in the colour of the water ordered the helm "hard a-port," and as the steamer altered her head she took the ground, and in spite of immediately reversing the engines she remained fast.

She struck at about high water off Birling Gap, Beachy Head. Wind at the time N.W. and light. Sea smooth, but it commenced to blow a gale of wind from the westward about two hours after her striking and a heavy sea set in.

The steam whistle had been frequently going during the fog, and it is stated that a whistle was heard inshore by those on board the "Rubens." This tended to give the master an increased confidence in his position.

It is stated in evidence by Lindeboom, an A.B. in the watch, that soon after 1.30 p.m. of the 17th he saw the land about Newhaven three or four miles off, but unfortunately he failed to report it to either the captain or officer of the watch.

Everything seems to have been done that was possible to get the ship off and perfect discipline maintained throughout.

Part of her cargo was discharged and she was towed off by three tugs on the 27th of January and afterwards arrived at Southampton.

This steamer was not insured, but from the statement of the master it appears that he is responsible to the extent of 200*l.* to the owners for the safety of the vessel and will consequently be a loser by her stranding.

The evidence given by the Receiver of Wrecks at Newhaven and the coastguard officer at Birling Gap strongly suggests the necessity of placing a proper fog signal in that locality, and the Court ventures to express its belief that if a fog signal had been in operation at the coastguard station, in all probability the disaster to the "Rubens" would have been averted.

*Finding.*

The Court attributes the stranding of the screw steamer "Rubens" to the master being in error as to his position at noon and 3 p.m. of the 17th of January last. His dead reckoning and soundings leading him to believe that he was in the fair way up channel.

It is of opinion that, considering the foggy weather and the land not having been seen since leaving the Shambles, it would have been more prudent to have taken soundings oftener, which would have assured him of his true position.

The Court, therefore, whilst censuring the master for not having taken soundings more frequently does not consider him sufficiently culpable to justify it in suspending his certificate.

Jno. H. Cooksey, J.P.
Alfred Pegler, J.P.
A. Ronaldson, { One of the Nautical Assessors.

I have the honour to report for your information my reasons for differing from the finding of the Court of Inquiry held at Southampton as to the stranding of the "Rubens," "in so far as the master was only censured."

The master duly sighted the Start Light at the time expected and subsequently the Portland Lights and Shambles Lightship, from which he had a good departure for proceeding up channel. On the day of the disaster a *dense* fog coming on, and his compasses being (to use his own expression) "*specially erratic*," the master did not cause the deep-sea lead to be *frequently* used, his then only means of safety; the few casts actually taken being more likely to mislead than otherwise, as the event of the stranding close to "Beachy Head" proved.

I therefore could not consider it less than a case of default, and gross negligence, involving a much severer penalty than mere censure, especially as the "Rubens" bore a passenger certificate and this (as far as shown in evidence) was the first time the master had held a command.

C. S. Broome,
Nautical Assessor.

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## "RUBY."

The "Ruby," official number 27,491, was a schooner built of wood at Dundee in the year 1859, and classed A 1 in red, at which port she was registered of 110 tons. She was owned by A. M. Banks, of Dundee, and others.

She left London on the 11th of May last, with a full cargo of cement and whitening, bound for Dundee. She had a crew of five all told, including the master, George Shand, who held a certificate of competency as master, numbered 85,299.

That having proceeded on her voyage she, on 15th May, grounded on the Swin Middle Bank, but she was got off without any apparent damage.

That nothing further occurred until Sunday, the 28th May, when at 4 a.m. she was five miles south from the Bell Rock, the weather at this time being fine and clear, and the wind moderate, at about W.N.W. The vessel was on the port tack, standing towards the Bell Rock, the lighthouse being clearly visible. When about a quarter of a mile from the rock, the master being in charge of the deck, finding he could not weather it, ordered the helm to be put up to pass to leeward. The vessel paid off three or four points and struck close under the lighthouse, and eventually became a total wreck. The master and crew made every effort to get her off, but failed. An hour afterwards the steamer "Drum Hendry," of Montrose, came to the rescue and removed the sails, some of the stores, and about 30 tons of cement, she also took off the crew and a portion of their effects, and landed them at Crail.

That after careful consideration of the evidence, the Court are of opinion that the stranding of the vessel arose through the default of the master in approaching too close to a well known danger, when his vessel was under perfect control, with fine clear weather and a good working breeze.

That the mate, Peter Traill, is not, in the opinion of the Court, in any way to blame for the casualty.

That very excellent evidence and certificates as to the character of the master, George Shand, were produced to the Court, and in awarding sentence the Court have taken this evidence, and these certificates, into consideration.

The Court therefore find and adjudge that the certificate of the said George Shand be suspended for the period of six calendar months from this date, and with respect to the certificate of Peter Traill, the mate, the Court order the same to be returned to him.

Jas. Cunningham, J.P.
Thomas Smith, J.P.
John Sharp, J.P.
G. Trefusis Holt, C. Y. Ward, } Nautical Assessors.

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## "ST. MALO."

The "St. Malo" is iron built, and of the registered tonnage of 1,490 tons, built at Birkenhead, in the county of Chester, in the year 1858; registered owners, Robert Rankin, shipowner, and David Jardine, timber broker, both of Liverpool, in the county of Lancaster; master, Alexander Blair, of Greenock, holding a master's certificate of competency, No. 24,766.

The "St. Malo" sailed from London on the 14th day of February last, with a crew of 31 all told, bound for Calcutta, with a general cargo partly consisting of beer in draught, spirits, and Government stores. The draught of water 20 feet 11 inches aft, and 21 feet 3 inches forward in the decks, freeboard six feet, disc about a foot out of water. Ship appears to have left in good order, and well found. On the evening of the 14th February last the "St. Malo" anchored at Gravesend. On the morning of the 15th she was again taken in tow by the tug "Scotia," with the intention of being towed as far as Beachy Head. A strong breeze from the S.W. obliged the tug to cast her off at 11 a.m. On the 16th February, about seven miles to the westward of Dungeness, she was put under low sail, and endeavoured to beat down channel. On the morning of the 17th, finding that the weather continued bad and that she made no progress, the master took on board a Deal boatman who came alongside to assist him back to the Downs, where he arrived about 11 a.m. on same day. Immediately after coming to an anchor the "St. Malo" was fouled by a barque that carried away her jibboom, and did her some other injury. This damage was entirely made good on the evening of Saturday the 19th, and the ship proceeded on her voyage down channel on the next morning, with a light easterly wind. The boatman had been retained on board, and engaged to assist in taking her as far as Beachy Head, and at 8.45 p.m Dungeness Light bore N. by E., about four miles. Wind easterly, weather hazy; ship going about two or three knots, and heading S.W. by W. The second mate had charge of the watch under the master. Shortly after the weather became thick. They lost sight of the light; at 10.30, the wind got more to the southward, and the ship fell off to the N.W. A cast of the lead was taken by the second mate, 19 fathoms reported. Immediately after a second cast was taken, and they got nearly the same soundings. The master consulted with the Deal boatman, and they agreed to wear and get her head round to the southward. The ship appears to have got the wind on her quarter, when she stopped with her head to the N.E.; while in this position, shortly after 11 o'clock the fog cleared off, and they saw the land, and immediately after the red light of Dungeness came in sight, showing that they were too close inshore. The master immediately ordered the anchor to be let go, and it appears to have been done as quickly as possible. It is, however, very probable that by this time the ship was on shore, a cast of the lead showed that they were in three fathoms, and the ship fast on the ground. A boat was lowered and assisted by two coastguard boats, which had then come off. They endeavoured to lay out an anchor and cable, but the sea and wind having by this time set in, and one of the boats having been stove, they failed in getting the anchor out. Signals were made for assistance and a tug arrived about 5 a.m. the next morning, the 21st February, and she endeavoured to tow the ship off, but without success. Two tugs then tried, and the next day five tugs were employed, but with the same result. They had in the meantime sent the masts and yards down, and made preparations for discharging cargo, which was commenced on the 22nd ultimo. The ship is now imbedded in the shingle, and dry at low water. She appears to have kept tight until the 26th, but now makes water. Hopes are, however, entertained of getting her off next spring tides. There were no lives lost. The Court think it right to state that the crew refused to do duty on the second day after the ship stranded, and they only consented to work when paid by the underwriters agents, at the rate of 4*s*. per tide for each man. The captain was doubtless prevented from bringing them before a magistrate by the great inconvenience which would have resulted from such a course.

*Judgment.*

After a careful consideration of the evidence, the Court is of opinion that the master of the "St. Malo," navigated his ship with care and prudence up to 10 o'clock on the night of the 20th of February last, when he got a cast of the lead, but after that, when the ship fell off and headed inshore, he should have kept his lead going, when he would doubtless have found that the ship was drifting into danger and let go the anchor before it was too late to save the ship. The Court are aware that it is the common practice to take Hovellers or Deal boatmen on board. And in the present instance, although the man on board was not held responsible for the navigation of the ship he had the confidence of the master, and when he informed him that the ship was about five miles to the south-west of Dungeness, the master felt satisfied as to the safety of his ship's position. This Deal boatman, however, appears to have been unequal to the trust reposed in him, and it was doubtless a grave error in judgment on the part of the captain not taking greater precaution to ascertain if his ship was getting into danger.

The Court in consideration of the very high character borne by the captain, and the testimony given by the owner to his good conduct on all occasions, return him his certificate, admonishing him to exercise greater precaution in the future.

The Court makes no order as to costs.

CHAS. P. MERYON, J.P.
THOS. HINDS, J.P.
R. ASHMORE POWELL, A. RONALDSON, } Nautical Assessors.

## "SARAH LOVE."

The "Sarah Love" was a wooden vessel, barque-rigged, official number 13,344, of 394·96 tons register, built at Sunderland, in the county of Durham, in 1857, and owned by Edward Arkless Robinson, shipowner, Blyth, in the county of Northumberland, and others.

This vessel left Blyth on the 13th September 1875, with a cargo of coal, bound for Elsinore. She was commanded by Mr. Henry Fulcher, who holds a master's certificate of competency, No. 30,706. The first mate, Mr. William Catchpole, also holds a certificate of competency, No. 85,200; and she had a crew of 12 hands all told. Nothing of any importance occurred on the outward voyage, and it appears the vessel was fairly tight. On the 24th of September they arrived at Elsinore, where her cargo was discharged, and ballast, consisting of stones and sand, was taken in, the stones being stowed at each end of the vessel, and the sand amidships.

On the 18th of October, the ballasting being completed, she sailed from Elsinore, bound for Sundswall. After leaving this port they experienced strong easterly winds with considerable sea, and on the 19th, at 8 o'clock p.m., they anchored under the lee of the island of Bornholm, where they remained until 8 o'clock a.m. of the 21st, when, the weather having moderated, they weighed anchor and proceeded on their voyage, the wind being still ahead.

On the 23rd of October, at 8 p.m., the wind still being ahead and blowing hard, they again brought up under the lee of Bornholm, where they remained until 8 o'clock a.m. of the 26th, at which time they weighed anchor and stood out to sea, the wind being still adverse; they beat about until 9 p.m. or thereabouts on the 28th, when the master, finding the vessel was making leeway, again bore up for the island of Bornholm.

At 11.30 p.m. of the same date the watch was sent to the pump, and after pumping for three-quarters of an hour, the pumps did not suck; this fact having been reported by the boatswain to the master, the master gave orders for the well to be sounded, which was done, and 2 feet 6 inches were found in her. She was then sounded a second time with the same result. The master then gave orders to let the pumps stand a little while, in order to see if the ship was leaky, which was done. After 20 minutes had elapsed the mate sounded again, and found the water had increased about 1½ inches. In the meantime the first watch had gone below, but one of the men belonging to the middle or mate's watch, being below in the forecastle, heard the water running in forward, which circumstance he reported to the mate, who reported it to the master, who gave orders to the mate to go below in order to ascertain the position of the leak which he did, but although he could hear the water running in, he could not see it owing to the coals and dunnage wood which were stowed in that part of the ship.

The mate reported this circumstance to the master, and a spare topgallant sail was put over the bows to prevent as far as possible the water from getting into the vessel, but the pumps were allowed to remain idle until about 2.15 a.m. of the 29th, at which time all hands were called, and both pumps set to work, but in a very short time the port pump became choked with the sand ballast; this was cleared, and in a very short time it choked again, and became useless. Orders at this time were given to get the longboat ready, which was done, and the crew packed up their clothes, some of them still taking spells at the starboard pump, which was throwing water and sand. At 4.30 the ship took a heavy list to starboard and became unmanageable; the longboat was then put out, and all hands got into her, and hung astern of the vessel until about 9 a.m., when they were rescued by the brig "Cyrus," and this vessel remained near them until about sunset, when the "Sarah Love" was seen to founder.

The Court, therefore, having carefully considered the evidence adduced before them, found that the loss of the "Sarah Love" was caused by a leak in the bow, and considered the master, Mr. Henry Fulcher, in default, inasmuch as he did not cause the pumps to be worked with sufficient promptitude, continuity, and vigour at a time when it was most necessary to do so, and therefore suspended his certificate for three calendar months from this day, and the same is suspended accordingly.

The Court returns the mate, Mr. William Catchpole, his certificate.

G. CLEUGH, J.P.
JOS. GREEN, J.P.
JOHN S. CASTLE, WM. PARFITT, } Nautical Assessors.

## "SARAH RICHARDSON."

The "Sarah Richardson" was a brig built of wood at Stockton in 1839. Her official number 26,708, her registered tonnage being 247 tons. She was owned by George Wate, of Sunderland, who was also master, and held a certificate of competency (lost in the vessel). On the 11th of September 1875 she sailed from the South Dock, Sunderland, with a crew of eight hands all told, and a cargo consisting of 405 tons of coal, bound for Genoa; it is stated they experienced moderate head winds and carrying all sail, fine weather until the evening of the 15th, when the breeze freshened, and the topgallant sails were taken in, and at the same time it was discovered the ship was making more water than usual, making it necessary that she should be pumped out every hour. The water appears to have got into the vessel from the rudder trunk, and it appears the master endeavoured to stop the leak, but did not succeed. At 8 a.m. of the 16th four of the seamen went aft to the master, and requested him to put into the nearest port, alleging that the vessel was unseaworthy on account of the leakage in the rudder trunk, also from the leaky state of the forecastle deck. The master, however, refused to comply with the wishes of his crew, and they accordingly refused to do any more duty, and went forward, leaving the master, mate, and boatswain to pump and work the ship; at 10 a.m. the Newarp Light-vessel bore S.W., distant about five miles, the the ship being then on the starboard tack, the course about N.E., with a speed of three knots; at noon the crew went to the pumps, but the master had kept the pumps sucking, the mate being at the helm; they then tacked the ship to the southward, and the crew returned to the forecastle, leaving the master at the pump, and the boatswain at the helm. It is stated that at about 1.30 p.m. a ripple was observed on the water; a cast of the lead was then taken, in from 11 to 12 fathoms, the ship still proceeding on her course until about 3 p.m. or shortly after, when she struck, lightly first and then very heavily; the yards were squared for the purpose of forcing the ship over the sand, which they succeeded in doing, but she was then rapidly filling, and it was found necessary to abandon her; the small boat was got out, and the crew left, leaving the bulk of their effects behind them, and in about 15 or 20 minutes the vessel foundered; the boat was shortly afterwards picked up by a fishing smack, and the crew were landed the same evening at Lowestoft.

In this case the master of the "Sarah Richardson" appears to have had great difficulties to contend with; for although there is no doubt but that the ship was making a little water, we are of opinion that the leakage was not sufficient to justify the crew in pronouncing her unseaworthy, and we consider the crew were highly culpable in refusing to perform their respective duties on board; the fact that the master was able by his own individual exertions to keep the pump sucking proves that the leak could not have been of a dangerous nature. The crew, however (having received a month's advance), considered it necessary that the master should put into port, and because he declined to do so, they refused to work the ship, throwing the work of pumping upon the master at a time when he should have been otherwise employed in attending to the safe navigation of his vessel.

*Judgment.*

Having carefully considered the evidence in this case, together with the master's statement, the Court find that the loss of the brig "Sarah Richardson" was caused by the insubordination of the crew; the Court is also of opinion that the charge of drunkenness against the master has not been proved; the Court also consider the vessel was perfectly seaworthy when she left port, and that her late master, Mr. George Wate, was not in default for the loss of the "Sarah Richardson," and recommend that

he should be granted a new certificate in lieu of the one lost.

JOHN NICHOLSON, J.P.
JOHN CROZIER, J.P.
JOHN S. CASTLE, JAS. F. PROWSE, } Nautical Assessors.

## "SARPEDON."

The "Sarpedon" was a wooden ship, barque-rigged, of 560 tons registered, built at Kennebecassis, New Brunswick, in 1861, and owned by Mr. William Hamilton, of Dalhousie, New Brunswick. On the 21st October 1875 she sailed from Gaspé, bound to Holyhead for orders, with a cargo of 243 standards of deals, a portion of which was stowed on the upper deck, and came up to within a foot of the rail, or three feet above the upper deck, and the deck load was secured by three spars laid over it athwartships, which were lashed to ring bolts in the side, and wedged between the spars and the deals. She had a crew of 15 hands all told, and was commanded by Mr. Robert Hugh Lightbody, who holds a certificate of competency, No. 83,540, which was lost in the ship. There was also one passenger, the captain's wife.

From the 21st to the 26th she had a fair breeze from the N.W., but on the 26th the wind changed to the S.E., and blew fresh. At 10 a.m. topgallant sails were taken in, and at noon all hands were at the pumps, some time before they sucked. In the afternoon the gale freshened, and the ship was wore round on the port tack, and all sail was taken in except the lower main topsail and foretopmast staysail.

During that time and through the night the pumps were continually kept going, but they were unable to keep the ship clear of water. About 3 a.m. on the 27th some of the deck cargo fetched away and broke the skids, on which were two boats, and the boats came down on the deck and stove in some planks. At 3.30 a.m. the ship was struck by a heavy squall, which sprung the mainmast, and immediately after she went over on her beam ends, and the crew were compelled to take refuge outside on the port gunwale. The ship remained there for a short time, when the mainmast went by the board, taking with it the fore and mizen topmasts, and she then righted.

The deck cargo had been washed away, as well as the hatches, and the ship was full of water. All the provisions were destroyed, except a few cases of lobster.

The man at the wheel, Philip Courtenay, had been spoken to by the boatswain a few minutes before the ship went over, and must have been washed overboard then, as he was not seen afterwards.

During the 27th they got out a sea anchor over the port bow, in order to keep her head to wind, and she lay in that way till the 29th. On the morning of that day the "Mary Hogarth" was sighted and signalled to, and she bore down, and with some difficulty took the crew of the "Sarpedon" and her passenger on board, the master being the last to leave the ship.

The disaster to this ship, which appeared to have left port on her last voyage well found and in good condition, was clearly to be attributed to the severe gale which she encountered, and which caused her to leak. Her deck load doubtless caused her to strain, and they were unable to keep down the water, in which position the heavy sea then running, and an extraordinary gust of wind caused her to fall over on her starboard side.

Fortunately by the fall of the mainmast, and the loss of the deck load, which floated off, she righted, or probably the whole of those on board would have perished.

The Court thought that the abandonment of this vessel was quite justifiable, and recommended that the certificate of the master should be re-issued to him.

T. S. RAFFLES,
Stipendiary Magistrate.
R. ASHMORE POWELL, G. BEALL, } Nautical Assessors.

## "SAUCY JACK."

The "Saucy Jack" was a wooden schooner of 124 tons register, built at Yarmouth, in the county of Norfolk, in the year 1841, and was owned by Garson Blake, Esquire, of Yarmouth, who is the managing owner, and several others. She was commanded by Mr. Charles Trett, who holds no certificate, but has been in command of the vessel for more than six years in the coasting trade. During the month of October her bottom was seen, all her top sides were caulked, several shifts of deck planks were put in, and also considerable new fastenings. The master states that her starboard anchor (B.B.) was 7½ cwt., with 90 fathoms of full one inch chain studded, the port anchor (S.B.) was 6 cwt., with 90 fathoms of one inch chain; that he knows the B.B. chain had been tested, and thinks the S.B. chain had been tested, These anchors and chains had been in the vessel all the time he had been master of her, namely over six years. The saved portions of the chain have since been sold at the rate of seven shillings per cwt. She carried one boat of 17 feet in good repair. On the 23rd day of October, at 2 p.m., the tide being flood, the vessel left Yarmouth in tow of a steam tug apparently, to the master, in good condition, with a crew of five A.Bs. all told, in ballast, bound for Sunderland, drawing 8½ feet of water. When outside the piers the tug left her, and the ship was put under all sail with the wind from the south-east moderate. On getting to the Cockle-gat, about 4 p.m., the wind shifted to the east-north-east, which was dead foul, so the master determined to run back to Yarmouth, and at about 4.30 p.m. he let go his S.B. in nine fathoms, veered to 50 fathoms in the usual roadstead, about half a mile from the shore opposite the "Britannia," pier, and afterwards veered to 60 fathoms. Sails were then furled, and the vessel appeared to ride quietly at her anchor; the wind was then right on shore, increasing with sea, but other vessels were also at anchor.

At about 5.30 p.m., it being high water, the S.B. chain parted in one of the links, and when she had drifted a cable's length, the B.B. anchor, which had had 35 fathoms previously ranged, was let go, and when 20 or 30 fathoms had been given it also parted in one of the links; no attempt appears to have been made to get the ship under canvas, as the master thought she was too close in to save her, nor was any attempt made to get assistance from the shore, and in about 20 minutes she drifted ashore, about a quarter of a mile south of the Britannia pier, and became a total wreck.

Four of the crew were saved by the Surf lifeboat, the "Duff," and one by the rocket apparatus. It is stated that either just before or after she struck, a "flare up" was burnt.

We are of opinion that the master was justified in anchoring when he did, and that the cables in such weather should have held the ship, but the Court consider it would have been prudent to have let go a second anchor when the sea got worse, and also that when the cables parted some attempt should have been made to have got the ship under canvas, as the wind was east-north-east, and an ebb tide making, though it may have failed from the wind being so dead on shore, and from the ends of the cables being over the bows.

*Judgment.*

We consider that the ship "Saucy Jack," although anchored in a usual place, was brought up rather too close to the shore, considering the direction of the wind.

We are also of opinion that there was some want of energy on the part of the master. The primary cause of the loss of the vessel was the parting of her chain cables, and it is apparent to us that had they been in good condition, they would not have parted in such weather.

CHAS. WOOLVERTON, J.P.
JOHN WM. DE CAUX, J.P.
S. T. CORNISH, ED. WHITE, } Assessors.

## "SAVAGE."

Having carefully considered the circumstances under which the schooner "Savage" was lost, at Catanzaro, on the 14th of October last, the Court are of opinion that the master of the schooner "Savage" (official number 2,349), holding a certificate of service as master, is highly to blame in taking the vessel to Catanzaro to load, which they consider a very unsafe roadstead. He is also to blame in not having paid attention to his barometer, which might have warned him of a coming gale, but having allowed his ship to be moored there, at the suggestion of the authorities, it was under the circumstances that occurred impossible to work off shore and save his vessel. They therefore think the master was justified in leaving his vessel, to save the lives of himself and crew. They therefore returned the master's certificate.

WM. HY. RODD, J.P.
JOHN R. BRANWELL, J.P.
G. TREFUSIS HOLT, A. RONALDSON, } Nautical Assessors.

## "SHANNON," (S.S.)

The "Shannon," an iron screw steamship, with three decks, two masts, brig rigged, of 3,608$\frac{96}{100}$ tons gross, and 2,187 register, was built at Govan, in the county of Lanark, in the year 1859, and belongs to the Royal Mail Steam Packet Company.

This vessel left Colon properly equipped on the 6th of September last for Jamaica; she was commanded by Mr. Edward Montagu Leeds, who holds a master's certificate of competency, manned by a crew of 120 hands all told, and about 50 passengers. She had a general but light cargo.

About 8.30 a.m. of the 7th, the forenoon sights for longitude were taken by the captain, and at noon he took the meredian altitude for latitude, but being unwell the sights were worked by the fourth officer, Mr. Le Cras (who holds a second mate's certificate, and was a person well qualified to perform that duty), and with the result of whose workings the chief officer's calculations substantially agreed. The captain then, in conjunction with the chief officer, laid off the ship's course upon the chart N. 15° E., and subsequently N. 3° E., by compass, this course allowed for 12° easterly variation in the compass, which was the variation obtained by the amplitude taken in the morning, but the azimuth taken in the afternoon showed only 9°. This course was set with distinct reference to the well-known danger of the Portland Rock and the westerly current; without the latter this course was calculated to take the ship 42 miles to the eastward of the rock; but allowing two knots per hour for the current, being the extreme set to the westward, as marked upon the Admiralty chart, it would take the ship 10 miles to the eastward of the Portland Rock.

According to the evidence, this course appears to have been kept till the ship struck at 4.15 a.m. of the 8th on the Horse Shoe Shoal of the Pedro Bank. The chief officer was in charge of the deck at the time of the casualty. The weather was clear, and a good look-out was kept, but nothing appears to have been seen to indicate danger. The captain was awoke by the ship's striking; he at once came on deck and ordered the helm hard a-port and the engines to be stopped; sail was shortened, and the mail boat lowered, and soundings were taken, which showed 18 feet forward, 16 feet under the bridge, and 22 feet aft; the engines were then ordered full speed astern; the ship, however, was fixed, and did not move. The wells were sounded; she was not making water. The stream anchor was got out and hove taut; also the bower anchors were let go, and the chains payed overboard. At 8 a.m. a cutter was sent to Port Royal in charge of a pilot for assistance. All hands were then employed in getting up cargo and placing it on deck, ready to be thrown overboard. The boats were lowered and provisioned. At 7 a.m. of the following morning the hawser of the stream anchor parted, and at 10 a.m. the crew began to throw cargo overboard. The ship at this time was bumping heavily on the reef. At 6 a.m. of the 10th the passengers were sent off in two lifeboats in charge of the second and fourth officers, and in an hour afterwards two steamers, the "Investigator" (a telegraph cable ship) and H.M.S. "Dryad," appeared in sight; the passengers were taken on board the latter vessel, and subsequently their baggage; also the specie and mails were sent on board that vessel, and at 2 p.m. she left with them for Port Royal. About this time H.M.S. "Heron" came to their assistance; the "Investigator" sent a wire rope on board, and the "Heron" a hawser, both of which, however, gave way, and every effort made to get the "Shannon" off failed. In the course of this inquiry it was stated that attempts were still being made to get her off, and with some probability of success.

The circumstances attending this casualty may be confined to the following remarks, viz.:—In working up the course steered, as noted in the log-book, it will be found that the rate of the current would have been nearly three miles an hour instead of two, as marked upon the Admiralty chart. Having regard to the uncertainty in the velocity of oceanic currents, the Court would observe that it is always more prudent, when crossing the parallel of a known danger in the night time, to err on the right side, and keep the ship away, rather than to depend implicitly upon a fixed course, which, however accurate, is always liable to be acted upon by unforeseen circumstances.

In this particular case it is obvious that the velocity of the current setting to the westward was greater than Captain Leeds' experience led him to suppose, or that his chart and Admiralty sailing directions indicated.

The Court was therefore disposed to regard the casualty, in the absence of any indication of danger, to have arisen from an unsuspected cause rather than the omission of due caution in the navigation of his ship, and returned his certificate.

J. H. Patteson,
Stipendiary Magistrate.

Hy. Harris, Henry Knox, } Nautical Assessors.

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## "SMILE."

I, the undersigned, have the honour to report,—

1. That the "Smile" was a wooden barque, official number 60,640, of 281 tons register, built at Prince Edward Island in 1867, and was owned by Charles Richards, of Swansea, and others.

2. That she was commanded by Francis Phillips, who holds a certificate of competency, No. 82,960.

3. That she left Bull River, Charlestown, on the 25th day of August last, in good condition, bound for Swansea, with a crew of nine hands all told, and a cargo of 453 tons of phosphate, her draught of water being 13 feet 3 inches forward, and 13 feet 5 inches aft.

4. That all went well until the evening of the 9th of September last, when they were running with a fresh S.W. wind; that at 4 p.m. the wind freshened, and the topgallant sails were taken in and stowed; that the wind was then rapidly increasing, and sea rising; that at 8 p.m. upper topsails were taken in, and at 11.30 the foresail was blown to pieces.

5. That at 1.30 on the morning of the 10th it was blowing a heavy gale, the ship labouring heavily, and shipping large quantities of water, the lower foretopsail and foretopmast staysail were then taken in, and the ship hove to on the starboard tack, under the lower maintopsail; that immediately after this was done it is stated that she shipped a heavy sea forward, which carried away the bowsprit, and within 20 minutes the ship was wholly dismasted, except the stump of the mizen mast, and shipping much water, large quantities finding its way into the hold from the deck, and through the partners of the masts; that endeavours were made to prevent this leakage by stuffing the holes up with blankets and nailing canvas over them.

6. That on Saturday the 11th the weather moderated a little and endeavours were made to lighten the vessel by throwing cargo overboard, but owing to the heavy sea little could be done in this respect; that the evidence is conflicting as to the quantity thrown over; that the pumps were kept at work, and they occasionally sucked, but it is probable that the bulk of the water which found its way down from the deck was absorbed by the cargo.

7. That on Sunday morning the 12th an attempt was made to rig a jury mast with a spare topmast they had on board, but owing to the ship labouring so heavily they could not succeed in getting it up; that at about 8.30 a.m. a vessel hove in sight, which proved to be the "Montreal," of Windsor, Nova Scotia, and ran down to them and sent a boat alongside, in which the master of the "Smile" went on board the "Montreal," to endeavour to get a supply of spars, rope, &c., to rig jury mast, but being unable to obtain any he returned to his vessel.

8. That the ship at this time had 3 feet 8 inches of water in the well, and taking into consideration the threatening appearance of the weather as well as the fact as shown in the evidence of the crew refusing to remain, the master determined to abandon his ship.

9. That at 1.30 p.m. the master and crew went on board the "Montreal," and were landed at Havre.

10. That, after a careful review of the evidence, the Court is of opinion, that the "Smile" left Bull River, Charlestown, in a seaworthy condition, and that her loss is only to be attributed to a peril of the sea.

The Court attaches no blame to the master, who appears to have used all available means for saving his ship before abandoning her, which, under the circumstances, the Court consider he was justified in doing.

The certificate is therefore returned to Mr. Francis Phillips.

John Coke Fowler,
Stipendiary Magistrate.

Henry Knox, John S. Castle, } Nautical Assessors.

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## "SOPHIA JANE."

The "Sophia Jane" was a brig of 278·47 tons register, official number 60,506, built at Seaham in 1868, and owned by Mr. George Stavers, and others. She was commanded by Mr. Robert Cooper, who holds a certificate of competency as master, No. 34,724, granted at South Shields in 1875.

She left Bahia bound for Hamburg on the 25th April 1876 with a full cargo, consisting of 50 tons stone ballast, and about 220 tons of leaf tobacco, stowed in bales, and with a crew of eight hands, including the master, and appears to have been generally well found. She experienced fine weather during the voyage, the hatches having been taken off whenever practicable for the purpose of ventilation. Everything appears to have gone well during the voyage, and nothing of importance occurred until the morning of the 24th of June, when by their reckoning they were from 25 to 30 miles S.E. of Start Point, the weather at the time being fine with light airs from the eastward with calms, when about 7 a.m. in the master's watch, smoke was seen issuing from the main hatch, which had been taken off in the mate's watch, at about 3.45 a.m., for the purpose of ventilation. About 30 or 40 bales were got on deck, but no further attempts were made to find out what direction the fire was in or any use made of water to endeavour to drown the fire out; but the mate in his evidence says that the further down in the hold they got, the more burnt the bales appeared to be, and that after the master and he had consulted together, they put all the bales into the hold again, and battened the hatches down, hoping to smother the fire. About 4 p.m. the smoke issuing from the hold became more dense, and they got the longboat which was stowed over the main hatch out, and let her hang in the tackles alongside. Between 5 and 6 p.m. the flames broke out of the main hatch, when the boat was lowered into the water and towed astern. Shortly afterwards they saw a schooner and steamer, to which they made signals of distress. Between 7 and 8 p.m. the steamer, which turned out to be the "Messina," of Hamburg, outward bound, came alongside, and after ineffectual attempts were made to take her in tow, took the crew on board at 9.30 p.m. and transferred them next day to the S.S. "Auk," of Rotterdam, bound to Liverpool, where they were landed on the 27th of June.

*Judgment.*

The Court, after having carefully considered the evidence in this case, is of opinion that the loss of the brig "Sophia Jane" by fire was caused by spontaneous combustion of the cargo, which consisted of tobacco, and not through any default of the master, Mr. Robert Cooper, and returns him his certificate.

At the same time, the Court is of opinion that the master, after breaking bulk and getting the bales of tobacco upon deck, should have endeavoured to extinguish the fire by the application of water, and for this omission of his duty he is deserving of censure.

GEORGE BELL, J.P.
JOSEPH ROBINSON, J.P.
THOS. BEASLEY, G. TREFUSIS HOLT, } Nautical Assessors.

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## "SOPHIA JOAKIM."

The "Sophia Joakim" is an iron vessel built at Sunderland in the year 1864, she is ship rigged, of the register tonnage of 1,083 tons, her official number is 48,748, she is registered at the Port of London, and her owners are Alexander Howden, Philip Bennett, and others; of whom Philip Bennett is the managing owner, by whom she was insured for 14,000*l*.

In the month of January 1876 she loaded, in the South West India Docks, London, for Sydney, New South Wales, a general cargo, of which upwards of 100 tons consisted of iron, which was stowed aft.

Her crew was engaged in London on the 15th of January, and consisted of 22 hands all told, being David Thompson, master, three mates, carpenter and sailmaker, cook and steward, and 14 A.B. seamen, all being, with the exception of the steward, British.

She left the South West India Dock on the 19th day of January last, and proceeded down the Thames in tow of a tug as far as Gravesend, where she moored to the powder buoy the same evening, four of the crew not being on board, having neglected to join.

At Gravesend more cargo was sent alongside, consisting of about 40 tons of gunpowder in kegs, and three tons of matches in 200 cases.

It was taken on board by the officers, stevedores, and labourers from the shore, the crew having refused to assist in so doing.

The powder was stowed in the main hold, in a space reserved for it near the main hatchway and separated from the other cargo by sails only.

The matches were stowed in the forehold near the fore hatchway.

On the 19th day of January at Gravesend four substitutes were engaged by Captain Thompson to supply the place of the four men who had neglected to join the vessel in London, and they were shipped on board.

On the 21st day of January Captain Thompson left the ship, and Captain John Fleet Barlow joined her as master, he holds a certificate of competency dated at Liverpool 1868, and No. 29,687.

At 9 a.m. of the 22nd of January the vessel got under weigh, drawing 17 feet 3 inches forward, and 17 feet 6 inches aft, and left Gravesend having on board Mr. Bebroth, a licensed pilot, and Edwin Hodges, an unlicensed coasting pilot. She proceeded down the Thames in tow till she reached the North Foreland, where the tug left and sail was made, under which she proceeded through the Downs, and when off Deal Mr. Bebroth, the licensed pilot, left the vessel the same evening.

The weather at this time was fine, with light variable airs.

About 4 a.m. of the 23rd the vessel was off the South Foreland, and tacked off the land, and soon after this the breeze sprung up from the south-west, moderate, all plain sail being set.

From this time several tacks were made between the English and French coast till 4 p.m. of that day, when she was put about off Romney Bay in 3½ fathoms of water with the streams setting to the westward and windward.

She then stood off the land to the south, till about 7 p.m., when she would again tack to the N.W., mainsail was hauled up and stowed, and the pilot left the deck, leaving the captain and second mate on deck. Dungeness Light, the South Foreland Light, and the Varne being all in sight, the first about a point on the starboard bow.

At 8 p.m. the second mate was relieved by the first mate and the captain remained on deck. Soon after this the stream must have changed to the eastward, setting the vessel to the leeward.

It appears from the evidence that, on several occasions previous to this, the master took bearings of lights and land to test his compasses and compared them with each other.

About 9.30 p.m., Dungeness Light bearing about N. and by E., the captain remarked to the first mate that he would stand in until he shut in the South Foreland Light and then go about.

The wind had by this time freshened from a steady topgallant breeze, the ship was going from five to six knots through the water, heading about N.W. and by N., the night was dark, but clear enough to distinguish lights easily.

Soon after making this remark the captain and mate observed Dungeness Light to change from white to red. The captain at once ordered the mate to call the hands to go about, and the helm was put down before the watch below had come on deck.

The after yards were hauled by the watch on deck, the head sheets were hauled aft, on the port side, and the vessel so far round as to have the wind on the starboard bow.

A cast of the lead, it is stated in evidence, was at this time taken, and four fathoms found.

The order was given to haul the head yards, by this time the watch below were on deck and manning the forebraces, the yard was, after considerable delay, hauled about square.

About this time one of the crew called out "avast hauling, it is no use, the ship is ashore," and all the crew except the officers and petty officers dropped the rope and went forward towards the forecastle.

At this time the tide had caught the ship strong on the starboard bow, she had gathered sternway and was going

astern fast for some distance, before those who remained by the braces could get the foreyard round.

The vessel struck the ground with her heel at about 10.20 p.m. and immediately fell off with her port broadside to the beach and remained bumping till the water fell. As soon as the vessel was fast ashore orders were given to clew up the sails and some rockets and blue lights were burnt.

When about half an hour after the striking a rocket was sent aboard from the shore by the coastguard, and one man went ashore in the breeches buoy without orders.

The captain refused to let any others go, and gave orders to have the sails stowed. The crew refused to go aloft, and went below packing up their clothes, with which they all left the vessel about 3 a.m., she being by this time dry.

They did not return to the vessel, nor assist in any of the efforts to get her afloat.

The coastguard people who had come off soon after sending the rocket were employed by the captain to stow the sails, and to send down the topgallant masts and yards.

On the 24th some 30 tons of powder and matches were discharged into carts by shore labourers.

Two steam tugs came alongside, and by their assistance the vessel was towed off the beach about 9.30 p.m. of that day, and taken back into the Thames, leaving the whole of the crew behind except the officers and petty officers, by whom, with the assistance of the coastguard, she was brought safe to London.

The pumps were carefully attended to.

In conclusion we wish to call the attention of the Board of Trade to the following facts:

That when the ship was at Gravesend the crew, with the exception of the petty officers, refused to do the ordinary ship's work, and four of the crew though they had received their advance had not joined.

The captain who had shipped the crew and had brought the ship down left, and the new captain only joined on the previous afternoon to her sailing for Australia.

The ship being an iron ship, with a portion of the cargo iron stowed aft, was not swung for deviation, but was being navigated with a deviation card made previous to her sailing on her last voyage, she having been round the world since.

It appears the powder (40 tons) was stowed in kegs and placed below between decks, near the main hatchway without any protection, and that matches were stowed in the same manner in the forepart of the ship.

It also appears that the crew when the ship was in a critical position refused to do duty, and by which the ship went on the beach.

For this conduct on the part of the crew there appeared no reasonable excuse, the ship appeared to be in good condition, well found and officered, and with a sufficient number of men.

The Court having duly weighed and considered the evidence, have come to the following conclusion:

On referring to the Admiralty chart they found that the spot where the vessel was put about is marked as a safe anchorage.

The Court therefore attribute the stranding of the vessel to the master having committed a grave error of judgment in not having his crew on deck ready to tack the ship as soon as the Dungeness Light showed red, beyond which it was dangerous to go, whereas his crew when called upon showed great reluctance in getting on deck, and when there positively refused to work the ship at a critical moment, which caused the vessel to make a sternboard for a considerable distance, this sternboard, together with the tide which was setting on shore rapidly (and with which the master ought to have been acquainted), drove her on the beach.

The Court, taking into consideration the good certificates produced by the master, together with the fact that he appears to have been almost constantly on deck himself, and attentive to his duties from the time the licensed pilot left the ship, are of opinion that the case will be sufficiently met by a severe reprimand (admonishing him to be more careful in future).

The Court hereby reprimand him accordingly, and return his certificate.

WILLM. LAKE, Mayor.
M. ALBERT TROUGHTON, J.P.
WM. PARFITT, } Nautical Assessors.
ED. WHITE, }

## "SPARKENHOE."

The "Sparkenhoe" was a ship rigged vessel, of 1,253 tons register, built of wood at Kingston, Canada, in 1865, and was owned by James Martin, Esquire, of Dublin, with Mr. William Murphy, of Dublin, as the manager, appointed pursuant to the Merchant Shipping Act, 1875.

She sailed from Bristol, in ballast, bound to Pensacola, on the 13th of November 1875, under the command of Mr. James Kelly, who holds a certificate of competency, No. 90,111. She had a crew of 22 hands all told. On reaching Nash Point, on same date, the wind shifted to the westward, blowing strong, which caused them to bear up to Penarth Roads, where they anchored that evening.

The vessel was supplied with two double-action main pumps, and one windmill pump. These were carefully attended to while in Penarth Roads, but she was found to be making very little water.

She sailed from Penarth Roads on the morning of the 20th, and on same day discharged the pilot off Lundy Island. The wind was easterly, and a moderate breeze. All plain sail was then set, and with similar winds, and weather, favourable progress was made, and very little pumping required until the 26th, on that date the ballast was observed to shift, and under the rolling of a westerly swell it moved to port, giving the ship a list that way. The yards up to this time had been nearly square, and the wind aft. At 1 p.m. all hands were sent into the hold to dig a trench in the ballast, parallel with the kelson and shifting boards were lashed to the stanchions as far as the ballast extended, and a bulkhead built at the fore end of the ballast. On the 27th of November a strong gale from S.E. was encountered, sail was reduced until, at noon, the ship had only her three lower topsails and foretopmast staysail set. The sea is stated by all the witnesses to have been heavy and cross, and the vessel to have laboured heavily and strained, and that the pumps were tried every watch. On the 28th a quantity of water was discovered to be washing the ballast. Hands were placed at the pumps, and the hatches being unbattened, all the other hands were set to bale from the ship's skin, and a search was made for the leak, but without success. The vessel at this time was on the port tack, the wind gradually heading her off to the westward, and the ballast was moving and heeling her over to starboard. At about 2.30 a.m. on the 29th a consultation appears to have been held between the master and mate, which resulted in the ship being wore round, and a course shaped for Lisbon, bearing about S.E. ½ E., and distant 360 miles, wind W.S.W., with a heavy cross sea. Towards daylight the foresail and jib were set, and the ship heeling to the wind and sea, the ballast moved to port, giving her a strong list. At 9.30 a.m. the foresail and jib were split in a squall in which the ship broached to.

The split sails were secured, and to "ease the weather helm," the main and mizen topsails were stowed, and the upper foretopsail set. Under this sail she did not steer. During the day some of the crew requested that they might be allowed to take a boat and leave the ship. The master promised that they should leave her when fitting opportunity offered.

Accepting this assurance they returned to baling from the fore and after hatchways, the pumps not being then in working order.

At daylight on the morning of the 30th a vessel was seen hull down to leeward. The ship at this time is represented by all the witnesses except the mate as having an extreme list almost on her beam ends to port; the wind had subsided, but a heavy sea was running, yet without difficulty they handed the weather quarter boat from the after skid, hooked her to the weather quarter davit tackles, and lowered her into the sea without damage. Five hands were in the boat when lowered, Thomas Dix, the boatswain's mate, had charge of the boat, and at 8.30 a.m. left the ship and rowed towards the schooner; from this time all baling was given up. At noon, the gig being still absent, tackles were got upon the port fore and main yard arms, and other preparations made for launching the large lifeboat from the fore skids. At 1 p.m. the boat was lifted from the skids by the yard arm tackles, no midship tackles being used, and she struck the ship's side in a weather roll while being lowered into the water, and stove or split one of her planks. Hands were placed in the boat, and received the clothes bags of the crew, and other effects passed into her by those on deck. The boat being nearly new is stated by many witnesses to have leaked through most of her seams, and this was increased by the crack in her stove plank. At about 2 p.m. the master took charge of this boat, and after rowing round the ship, went in

search of the gig, leaving the mate, boatswain, and three seamen on board. About 3 p.m. the gig arrived alongside, and taking the five men from the ship rowed to the vessel which they had previously failed to find, and arrived alongside a few minutes after the lifeboat.

This vessel proved to be the three-masted American schooner "Fred Eugene," which, receiving the entire crew on board, landed them at Gibraltar on the 3rd of December.

The abandonment of the "Sparkenhoe," according to the evidence of the several witnesses before the Court, had three causes alleged for its justification.

1st. Excessive fatigue of the crew from pumping and baling.

2nd. Unmanageableness of the ship from failure to answer her helm, and

3rd. Danger of capsizing from the liquid state of the ballast, and the extreme list to port.

To take these causes of justification in the order given.

1st. The Court has felt surprise at the discrepancy between the witnesses upon the amount of labour demanded.

Henry Burghall, carpenter, has stated that all hands were kept constantly pumping or baling, and that there was no watch below, and very little substantial food cooked from the morning of the 27th until they abandoned the ship. Joseph May, boatswain, and second mate, follows in similar strain, while Thomas Dix, acting boatswain's mate, has stated that the watches took their turn at pumping and baling, and that sufficient food was cooked, but they did not at all times get it with comfort. Nearly all the able seamen examined support this view. The master has stated that he ordered all hands to be kept at work from the time the water mingled with the ballast, but he is not sure whether they were so kept or had watch and watch. From the evidence it may reasonally be supposed that within certain bounds the crew acted much as they liked; the Court, however, fail to see any cause for the exhaustion pleaded.

2nd. The unmanageableness of the ship in the opinion of the Court arose from want of sufficient sail to give steerage way after the foresail and jib split.

3rd. The extreme list to port and danger of capsizing if more sail was set are considered disproved by the fact and manner of launching the gig to windward, and the necessity for tackles on the lee lower yard arms to launch the lifeboat; that in launching no mast-head tackles were used, and the fact that with this boat hanging to the yard arms, the ship could roll to windward with force, sufficient to bring the boat in violent contact with the vessel's gunwale, according to the statement of the mate given in evidence.

The Court in pursuing this inquiry felt it became its duty to exhaust all the evidence adduced, and regrets that in so doing it has been necessary to elicit as a fact that the owners manager conveyed to a Government officer in Bristol a 5*l.* note in a closed envelope for alleged services in connection with the "Sparkenhoe."

The Court feels quite satisfied that the behaviour of the Government officer has been throughout the matter perfectly honourable and straightforward, and no adequate innocent motive for the proffered bribe has been shown by the manager.

The owner, James Martin, of Dublin, has not deemed it necessary to attend and explain how far this circumstance came to his knowledge. We also take into consideration the fact that the ship was insured. Consequently we consider that this is a proper case in which to exercise the discretion vested in us as to the costs of this inquiry.

*Judgment.*

After carefully considering the evidence given, the Court is of opinion that the "Sparkenhoe" was prematurely abandoned.

That her master and officers did not exercise the proper interest and energy devolving upon them in their respective stations, and that the crew were remiss in not displaying sufficient fortitude and seamanlike endurance.

The Court regrets the absence of the log-book. It accepts the master's statement, that when he bore up for Lisbon on the morning of the 29th the wind was W.S.W., and his ship had a strong list to port, and finds he committed a great error in judgment, and that there was an absence of due regard for the safety of his vessel in preferring Lisbon to Vigo, then dead under his lee, easy of access, at no greater distance than Lisbon, and in steering for which there was a prospect of getting his ship upright. The Court therefore find Mr. James Kelly, master, in default.

The Court, having inspected samples of ballast similar to that put on board the "Sparkenhoe" is of opinion that it is unfit for long voyages without carefully fitted shifting boards.

While, however, holding this opinion, the Court is aware of the fact that many vessels had previously taken similar ballast, and safely performed their voyages.

The Court adjudges that the certificate of Mr. James Kelly, No. 90,111, be suspended for nine calendar months, and that it is hereby so suspended, and that the mate and crew be censured for their want of energy and seamanlike endurance.

This Court doth hereby also order and adjudge that the sum of 40*l.* shall be paid by James Martin, of Dublin, the owner of the "Sparkenhoe," in part payment of the costs and expenses incurred in holding this inquiry.

J. A. Jones, Mayor.
Henry Mills, J.P.

John Steele,
G. Trefusis Holt, } Nautical Assessors.

## "SPECTRE."

The vessel left Cronstadt, October 3rd last, with a cargo of wheat in bulk, with fore and aft shifting boards, and thwart ship bulkheads, under charter for Southampton, viâ Elsinore.

The vessel on leaving port was in good condition, and well found, and manned by a crew of seven hands all told, including the master, who holds a certificate of competency, No. 152.

Calling at Elsinore for orders she left that port, and proceeded on her voyage on the 18th October.

Immediately afterwards the ship fell in with bad weather, and on 22nd a heavy gale of wind, during which a very heavy sea broke over the ship, damaging deck boards, long boat, binnacle, compass, and after-hatch, and washing one man overboard, named William Edwards, A.B., who was drowned, notwithstanding every effort to save him.

The wind then moderating somewhat, the master proceeded on his voyage, there still blowing strong winds, with heavy sea and hazy, till the evening of 27th October, when he hove his vessel to for daylight.

On the 28th in the morning he continued on his voyage, weather being still boisterous, strong winds from the eastward; no observations being obtainable during this day.

The master, expecting to make the Hinder Lightship before dark, went aloft with one of his men about 4 p.m.; could make out nothing then.

He kept a vigilant look-out, and the lead constantly going, the vessel being under easy canvas at that time, and going six or seven knots an hour.

The course from noon to 6.30 p.m. was about west.

About 4.30 p.m. a lightship was observed on the port bow, and on its becoming dark this showed a red and white revolving light, and was supposed to be the Hinder. At 6 p.m. another red revolving light was sighted ahead, which was taken for the Ruylingen Light.

The master went below to his tea, and about 10 minutes after the vessel struck. After bumping heavily for some time she drove over the bank, getting into deep water. Both anchors were let go.

The vessel commenced making water, pumps were manned; but the water gaining rapidly, the boat was got out, and the vessel abandoned.

On leaving, the water was two feet over the main hatch; the master and crew landing the following morning at Clacton Wash, where it was ascertained that they had struck on the outer end of the Gunfleet Sand.

After a careful review of the evidence, the Court is of opinion that the loss of this vessel is to be attributed to an error in judgment on the part of the master in having taken the Sunk Light for the West Hinder Light, and the Gunfleet Light for the Ruylingen (these pairs of lights being similar); the Court therefore recommend Mr. John Thomas's certificate be renewed, the original having been lost in the vessel.

J. H. Hatten, J.P.
G. Müller, J.P.

Henry Knox,
William Curling, } Nautical Assessors.

## "SPECULATOR."

The "Speculator" was a wooden vessel of 364 tons, was built at Sunderland, in the county of Durham, in the year

1858, and at the time of her loss was owned by Mr. John Ridley Watson, of Newcastle, and three other persons.

She sailed from the Tyne on the 3rd day of December last, coal and coke laden, with a crew of 10 hands all told, bound for Genoa, under the command of Captain Bruce. The vessel appears to have been in easy trim with a good side, and it is in evidence by all the witnesses that the ship was good, sound, and tight. All went well up to 8 p.m. of the 5th, when it was the master's watch, and they were making round for the Newarp Light on the port tack, with the wind east and by north to east-north-east, blowing fresh, and the vessel heading south-east to east and by south, under all plain sail, except the topgallant sails and jib, and a reef in the upper topsails. At this time they had the Hasbro' shore lights in view, also the Newarp. They continued on that course until between 9 and 10 p.m., when the ship was put about on the starboard tack. After the ship was put about the wind came away more from the eastward, and the vessel's head lay north-north-east to north and by east, and going from three to four knots. The weather continued to be squally with thick snow showers, and they could only see lights at intervals. At midnight the mate and his watch came on deck and relieved the master, and the vessel was continued on the same course. The captain then went below, but appears to have given orders for the watch below to keep in readiness, as the evidence proves that they were aware they were in a dangerous place. About 1 a.m. the chief officer spoke about putting the ship about, and soon afterwards the boatswain got the crew on deck, and went to the companion and shouted down they were ready, the mate being at this time in the cabin with the master. The boatswain was told that the ship was to go a bit longer, and his watch again turned in. The captain came up at 2 o'clock and took the bearings, but the course was not altered. They continued on until about 2.20 a.m., when the vessel struck on Hasbro' Sand. They hauled the main-yard aback, and put the helm hard a-lee, but the vessel had no movement and it did no good, and the sea began to break on board of her immediately. The crew then endeavoured to get out the skiff, but after it got hoisted up a sea came and smashed it to pieces. They then endeavoured to get the longboat out, but before it could be raised out of the chocks it was stove in, and also rendered useless. All hands then took to the rigging, and very soon the vessel commenced to break up. First the foremast went, then the mizen, quickly followed by the mainmast, and the crew all thrown into the sea. Presently the deck-house washed off the wreckage, and six of the crew scrambled on to it, and it was then noticed that the master, mate, cook, and two seamen had perished. At daylight the vessel had entirely disappeared. One of the six who had got to the deck-house died afterwards from exposure and swallowing so much sea water. The remaining five were rescued by the screw steamer "Shoreham" about 10.30 a.m., and landed at Yarmouth next day.

The cause of the loss of this vessel is in our opinion attributable entirely to neglect in not using the lead. It had not been used from 3 o'clock on the Sunday afternoon, so far as we can ascertain from the evidence put before us. The ship was then on the port tack, and going towards the Newarp. After the vessel was put about, at half-past 9 o'clock, it does not appear from those of the crew who gave evidence on this inquiry that it was ever used before the vessel struck. It is inexplicable that the course of the vessel should not have been altered from half-past 9 o'clock up to the time of grounding. The master and mate are unfortunately drowned, and we are left to infer a great deal. Doubtless, had we had the advantage of their testimony, much of what appears to us bad seamanship and negligent navigation might have been explained and made clear. As it is, we can do no more than draw our own inferences and report the facts as we find them stated by the survivors. It does, however, appear clear that the witnesses called before us, who were subordinates on board of this ship, were sensible of their great danger, and that it does not appear to have been shared in by the master and mate, and which to us is unaccountable.

*Judgment.*

After due and careful consideration of the evidence adduced before us in this case, I have come to the conclusion, with the assistance of the Nautical Assessors, that the loss of this vessel was occasioned (subject, however, to such explanation as might have been afforded by the master and mate, who were unfortunately drowned) by a want of those precautions and an absence of those seamanlike qualities and skill necessary for the safety and preservation of the vessel under the circumstances in which she was placed; I shall therefore make a full report of the evidence and the conclusions to which I have arrived to the Board of Trade in accordance with the duty imposed upon me.

J. A. Yorke,
Police Magistrate.

Edward Hight,
Geo. H. Forster, } Nautical Assessors.

## "STANLEY MAIN," (S.S.)

The "Stanley Main" was an iron screw steamer, official number 67,817, registered tonnage 450·32 built at Goole, in the county of York, in 1875, and owned by the Yorkshire Coal and Steamship Company, Limited; she was schooner rigged and fitted with two inverted compound engines, of 90 horse power combined. She was commanded by Mr. Robert Thornton, who held a certificate of competency, No. 89,925, and carried a crew of 16 hands all told. She left Hamburg in good condition with a general cargo on the 18th May at 9 p.m., bound for Goole, drawing 13·6 aft and 11·11 forward. Nothing of importance occurred until about 3 p.m. on the 20th, at which time they arrived off Hull, where they stopped for a short time and discharged about 20 baskets of yeast, and at the same time received on board a Custom House officer. At about 3.30 p.m., it being at that time nearly high water at Hull, they proceeded full speed between 9 and 10 knots under sail and steam on their voyage to Goole. It appears from the evidence that soundings were taken, and at 3.45 she passed Whitecliffe, when instead of taking the southern or usual channel, she entered the Redcliffe or northern channel, and shortly after struck on the north side of the Redcliffe Sand. North Ferriby being distant about a quarter of a mile; sail was immediately taken in, and the engines reversed, but the vessel remained immovable. At 7 p.m. the boatswain was sent on shore for the purpose of telegraphing to Hull and Goole, for tugs to come to their assistance, in the hope of being able to get her off on the next tide; during the time that the boat was absent a mooring chain was passed under the bottom for the purpose of forming a bed for the vessel, and at about 2 a.m. they commenced to throw the deck cargo of potatoes overboard. At 4 a.m. the vessel floated and the engines were reversed, but owing to the banks of sand which had been thrown up by the working of the propeller all efforts to get her into the channel proved fruitless. At 9 a.m. the vessel suddenly broke in two, and at about 5 p.m. a tug and two lighters came to their assistance when a large quantity of cargo and stores was saved.

*Judgment.*

The Court having carefully considered the evidence adduced is of opinion that the "Stanley Main" was lost on the Redcliffe Sand through the reckless navigation of the master, Mr. Robert Thornton, in attempting to take his vessel through the Redcliffe or northern channel instead of the Ancholme or southern channel. From the evidence adduced, it is clear to the Court that the Ancholme or southern channel is the only safe and recognised one for vessels of the "Stanley Main" class navigating between Hull and Goole, and had the master taken that channel there is no doubt but that the vessel would have reached Goole in safety.

The Court, therefore, find Mr. Robert Thornton in default and suspend his certificate, No. 89,925, for six months from this date.

Ralph Creyke, J.P.
Jas. Beachell, J.P.

Henry Knox,
John S. Castle, } Nautical Assessors.

## "STANNINGTON," (S.S.), and German barque "ATHENA."

The "Stannington," an iron screw steamship, was built at South Shields in the year 1871. She had one deck, two masts, of $221\frac{90}{100}$ tons gross, and $140\frac{13}{100}$ tons register, and belonged to the Loire and Thames Transit Company, Limited, of 150, Fenchurch Street, in the city of London.

This vessel left the Tyne with a cargo of coals, bound for Jersey. She had a crew of 11 hands all told, and was com-

manded by Mr. Edward James Bearman, who holds a master's certificate of competency.

On the night of the 31st of May she was off Beachy Head, and shaped a course for Jersey. At 11.30 p.m. a green light was seen on the port quarter. At 11.50 the master and mate went below to consult the chart. At this time the green light was much nearer, the course of the "Stannington" was W. by S., the wind was fresh from the N.E., her fore and aft sails were set, and Beachy Head light bore N. E. by N. distant 15 miles. At a few minutes after midnight the vessel with the green light, which subsequently proved to be the German sailing barque "Athena," was close on the steamer's port quarter; the boatswain, who was in charge of the deck of the steamer, hailed the barque to put her helm to port. Whether this order was adopted there was no evidence to show. The barque immediately struck the steamer on the port quarter, turning her head to the southward, so that the port side of the steamer came to the port side of the barque; during the time the vessels were in collision the steamer had her mainmast, funnels, bridge, bulwarks, &c. carried away. She heeled over until her starboard gunwale was in the water. The master and mate, who had returned to the deck a moment before the collision, believing that their vessel was foundering, together with three of the crew succeeded in getting on board the barque which was bound for New York.

In a few moments the vessels parted, and the steamer was lost sight of, and it was supposed she had foundered. The master and mate of the steamer and the three members of the crew were subsequently put on board a fishing boat off the Isle of Wight, and ultimately landed in safety.

After the steamer had separated from the barque, there remained on board the chief engineer and five other persons, and they safely navigated her into Newhaven.

The only evidence respecting the collision was given by the crew of the steamer; no evidence was produced on behalf of the barque. The Court therefore refrain from expressing any opinion upon this point.

The only other question for consideration was the abandonment of the steamer. On this point the Court, considering the dangerous position of that vessel when under the bows of the barque, is of opinion that the master and other members of his crew were justified in leaving the steamer as they did, their lives being in great peril.

The certificates therefore of the master and mate were returned to them.

JOHN BALGUY,
Stipendiary Magistrate.

EDWARD HIGHT,
GEO. H. FORSTER. } Nautical Assessors.

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## "STRATHMORE."

The "Strathmore," a sailing ship, was built of iron at Dundee, in the year 1875. She had two decks, three masts (which were of iron), was ship rigged, of 1,492 tons register, and belonging to Mr. David Bruce, of Dundee, and 26 other persons.

She was swung for the adjustment of her compasses at Dundee, and from thence proceeded to London, where she took in a general cargo, which included about 145 tons of railway iron, and upwards of 623 tons of iron goods, which were stowed in the lower hold, and she was not swung again after this cargo was taken on board. She also took in at Gravesend about 12 tons of gunpowder in barrels, which were stowed 'tween decks in the square of the main hatch, and covered all round, and both above and below, with a sail, which was fastened at the top with a yarn; the hatch was then put on and properly caulked down. This mode of carrying powder was described by the stevedore and others to be usual except in vessels fitted with a magazine. The "Strathmore" also carried two lifeboats, two quarter boats, one gig, and one dingy. She had on board 50 passengers, consisting of 12 first-class, 6 second-class, and 22 third-class, this number included six children under 12 years of age. She had a crew of 38 hands all told, and was commanded by Mr. Charles Macdonald, an officer of considerable experience, and who held a master's certificate of competency. Thus equipped the "Strathmore" left Gravesend on her first voyage on the 19th of April 1875, bound for Otago, in New Zealand. A few days after leaving the Channel it was discovered that some of the crew had broken into the hold and obtained access to the spirits which formed part of the cargo. In two days, however, discipline was restored, and from that time till the night of the wreck all appears to have gone well.

Sometime during the month of May the island of Madeira was sighted on the day and about the hour expected, which proved that up to that time the compasses had worked accurately, and from that time till after the disaster land was not seen. About the 28th of June the weather became foggy which increased, and on the 30th the fog became so dense that an object more than the ship's length distant was not visible. From noon of that day (30th June) till 4 p.m. the course steered was S.E. ½ E., the evidence upon this point was very scanty, and during the watch between 4 and 8 p.m. the course was altered more to the southward and sail was shortened. The ship at this time was before the wind, which was a moderate breeze, and the rate of sailing about six knots an hour. At midnight the captain was relieved by Mr. Ramsey, the first mate, who took charge of the deck, and at that time the course set between 4 and 8 p.m. was being steered, but whether that course was subsequently altered there was no evidence to show. About 3.40 a.m. of the following day, 1st July, the look-out man, who was on the forecastle head, ran to the forecastle and said he thought he saw land ahead, two or three seamen ran on to the forecastle, one of whom at once called out "Hard a-starboard, breakers ahead," upon which the chief mate called out "Pull on the port fore brace," the men ran to the port braces when the mate ordered them to the starboard braces, and while they were in the act of hauling the yards round the ship struck and in two or three minutes heeled over to starboard. She became fixed on the rock, which was just visible on the starboard bow, and her stern remained above water for a very short time. The captain came at once on deck and gave orders to get out the boats; the gripes of the lifeboats and quarter boats were cut, but all attempts to launch them failed from the position in which they were stowed. Within six or seven minutes after striking, the sea washed over the ship, rendering it impossible for the men to work longer at the boats, and some of them took to the mizzen rigging while others scrambled to the forecastle head. Several of the passengers by this time had come on deck, but the violence of the sea washed several of them, together with the captain and first mate, overboard. The port lifeboat, which the crew had failed to launch, was lifted by the force of the sea from the deck with some 18 persons in her and was swept across the ship and over the starboard side into the water. One of the passengers, Mr. Joslyn, swung into her as she left the ship, his brother also made a similar attempt, but failed and was lost. Those 19 persons, consisting of 9 of the crew and 10 passengers (one of whom was Mrs. Wordsworth), were subsequently saved. During the night most of those in the mizzen rigging, including the second mate, went down the mizen topmast and topgallant stays on to the main mast, and down the main stay on to the top of the house and from thence to the forecastle head, where they remained till daylight, and then proceeded to clear away the gig and dingy from off the foremost house. The water was then level with the top of the house, and a heavy surf was running. These boats were successfully launched; the second mate, six of the crew, and three passengers escaped in the gig; after pulling about for some time they fell in with the port lifeboat which was badly stove and nearly full of water, the gig took it in tow and ultimately safely landed its occupants on the island. Four of the crew escaped in the dingy; they also were safely landed.

The second mate and a portion of the crew at once returned to the wreck, and with considerable risk rescued five more passengers. It was impossible to make another trip to the wreck on that day, but at daylight on the following morning he again returned to the wreck and took off the remaining people, 11 in number, nine of the crew and two passengers, who were safely landed, making a total of 49 souls (20 passengers and 29 of the crew) saved from the vessel and taken to the island; the remaining 30 passengers and 9 of the crew unfortunately perished. Of the 49 taken on the island five afterwards died (three passengers, one child, and the quartermaster). Attempts were made to return to the wreck to save provisions, &c. but the violence of the sea prevented the boat getting to the ship, and which disappeared during that night. Scarcely anything was saved; a few things only were picked up. The three boats in which the survivors made their escape from the wreck were drawn into a sort of cave, and left floating fastened by their painters, as it was impossible to draw them up onto the perpendicular rock; they were given into the charge of two of the crew by the second mate, he being engaged in getting the passengers into a safe place on the rock. Unfortunately in his absence these men appear to have got hold of a cask of wine and made themselves drunk, and during this time the boats got loose from their fastenings and drifted away. All attempts to recover them in the morning were useless, and thus all

means of searching for any wreckage, or of reaching Hog Island, or communicating with any passing ships were cut off from them.

Great privations and suffering existed amongst those saved on the island, where they remained till the 22nd of January last (a period of six months and 22 days), when providentially their signals of distress were seen by the American whaler "Young Phœnix," D. L. Gifford commander, by whom they were all rescued and kindly treated, and subsequently transferred to other vessels.

The Court, after carefully considering the evidence in this case, are of opinion that the loss of this vessel must be attributed to the imprudence on the part of the master in proceeding at night in a dense fog when his dead reckoning showed him that he was in the immediate vicinity of the Crozet Islands, especially as he had had no sights for at least three or four days previously, and might have been warned of his proximity to land by passing a quantity of seaweed on the afternoon of the day before the disaster.

The Court think that as the master probably had some doubt as to the exact position of these islands it would have been far more prudent to have hove to on the night of the 30th of June, and to have waited till daylight of the following morning. Had this course been adopted, it is more than probable that this sad calamity, involving such great loss of life and property, might have been averted.

The Court cannot conclude their report without making the following observations which the evidence elicited in this inquiry seems to demand:

1st. In our opinion the ship being a new ship and having taken on board such a large quantity of iron should have been swung again previous to her leaving the river, though the disaster does not appear to have been occasioned through any error in the compasses.

2nd. The cargo being made up of such large quantities of wine and spirits, should have been so stowed and secured by proper bulkheads that the crew and steerage passengers could not have had such easy access to it as it is proved they did a few days after leaving.

3rd. Such a large quantity of powder should have been stowed in a safer manner with more protection than an old sail round it.

4th. It is most important that the quarter boats and lifeboats should be carried so that each may be lowered when required, without having first to move one of them out of the way of the other, and that each boat should have a pair of davits, and not three davits for the two boats, as in the case of this vessel.

5th. We observe that the boats were shifted from the position assigned to them in the original plan of the ship hereto annexed, and it was proved that this was done by the direction of the master. We cannot but consider this to have been an error on his part, as was subsequently shown by the difficulty experienced when attempting to put the boats in the water.

Had the boats been occasionally swung out, which appears never to have been done from the time they were placed in Dundee, this error would have been discovered before the actual necessity for their use at the time of the ship's stranding.

6th. We think it is but fair to the memory of the master to state that he was on deck continually during the night of the disaster and was at his post to the last, when, with so many others, he unfortunately lost his life.

7th. Lastly, we cannot speak too highly of the noble and generous conduct of Mr. D. L. Gifford, the commander of the American whaler "Young Phœnix," in giving up his voyage and rescuing the survivors, whom he appears to have treated with the greatest care and kindness.

J. H. Patteson,
Stipendiary Magistrate.

Ed. White, Thos. Beasley, } Nautical Assessors.

## "STRATHTAY," (S.S.)

That the steamship "Strathtay," of Dundee, of the burden of 1,081 tons gross, sailed from Montreal on the 19th day of June last in the present year 1875, with a cargo of grain and flour, bound for London.

That the ship was under the command of Captain James Welch, who holds a certificate of competency as master, No. 22,076. That she proceeded on her voyage down the River St. Lawrence, and on the 20th day of the said month of June passed Quebec, where a pilot was taken on board, and continued her voyage.

That at about 3.30 a.m, on the 21st June she was off the Island of Bic, on the south side of the River St. Lawrence, where there is a revolving light.

That the pilot left at this time, the ship being stopped for the purpose.

That immediately after the pilot left the engines were again started, and the captain states that he went aft and ordered the steersman to steer east by north, while the steersman states that the captain told him to steer south-east by east, or south-east half east, and he brought her head to that point accordingly, when the captain said he would go to the bridge and steady the course by the standard compass, and as no futher order was given the said course was followed.

That about a quarter of an hour after this course, S.E. by E., had been steered the captain appears to have seen land ahead, and ordered the helm to be put hard a-starboard, and immediately after the ship struck on the reef on the north-west end of Bicquette.

On giving the order hard a-starboard the captain states that he went to the chart room to ascertain the bearings, and that when he first saw the island he supposed it to be four or five miles distant, but that the ship struck as he came out of the chart room door, he having been only one minute absent.

That at the time the pilot left five witnesses, including the helmsman, testify that they saw Bic Island and lighthouse about 1 or 1½ point on the starboard bow, the weather being clear, with a breeze blowing.

That when the ship struck a boat was put out for the shore, and a telegram was sent to Quebec for assistance.

That the cargo was got out.

That two tugs were employed to tow the ship off and were succeeding to some extent, when the towing post of one of the tugs gave way.

That the vessel then swung round, and the tide caught her and drove her on to another rock.

That when the tide fell the ship slipped down to another rock, and damaged her bottom.

That a survey was afterwards held upon the ship, and she was condemned to be sold. That the ship was sold accordingly.

The Justices, after considering the evidence adduced, are of opinion that the master failed to use ordinary precautions in the navigation of his ship; in particular, that he neglected to ascertain that the course he stated he gave to the helmsman was steered, and that as he states he saw either the land or a fog bank, and gave the order hard a-starboard he neglected to stop the engines until he made sure of his position.

Therefore find that the ship was stranded upon a reef off the north-west end of Bicquette in consequence of the careless navigation and default of the master, James Welch, and adjudge and ordain that the certificate of the said James Welch be suspended for the period of six months from this date. And with respect to the certificates of the engineers, they farther adjudge and ordain that the same be restored to them.

The Justices desire to add, that had it not been for the previous good character of the master his certificate would have been suspended for a longer period.

Jas. Walker, J.P.
Robt. McGavin, J.P.

Geo. Burnett, C. Y. Ward, } Nautical Assessors.

## "STUART HAHNEMANN."

The "Stuart Hahnemann" was an iron sailing ship belonging to Liverpool, official number 70,849, her registered tonnage 1,996·92 tons, built at Dumbarton in 1874 classed 100 A 1 at Lloyd's, and 20 years in red in Liverpool book, and owned by Messrs. Stuart and Douglas, of this port. She left Gravesend on the 16th September 1874, with a crew of 46 hands all told, including the master, Mr. Alfred Van Norden, who held a certificate of competency as master, date and number not known. The first and second officers also held masters' certificates.

The master's wife was also on board as a passenger. She had on board a full general cargo, as follows: 218 tons of hoop iron, 186 tons of coals, 29 tons of shot, 5 tons of hides, 9 tons of fireclay, and 3,181 tons of measurement goods consisting principally of railway sleepers, and eight tons acids, which were carried on deck. This cargo was distributed as follows:—

In the main hold, 186 tons coal, 127 tons of hoop iron, 29 tons of shot, making 342 tons of dead weight in the

lower hold, exclusive of the permanent ballast amounting to 130 tons. In the between decks they had 90 tons of hoop iron, and 9 tons of fireclay. The measurement goods were distributed throughout the holds. She proceeded with this cargo in perfect safety to Bombay, although encountering on the passage bad weather, which brought her at times under close reefed topsails. During the vessel's stay in Bombay they experienced some heavy squalls, the ship at the time having only 127 tons of hoop iron in her bottom, besides the permanent ballast, and it is stated in evidence that she then proved herself a very stiff ship.

After delivering her outward cargo, she took on board 175 tons of stone ballast, which was put in the limbers under the ceiling, and a full cargo of cotton and seed as per manifest, consisting of 12,339 bales of cotton, 1,827 bags of linseed, 3,873 bags of myrobalams, &c., 1,638 bundles of coir; the three latter items being used as broken stowage.

On the 4th April last she left Bombay and proceeded on her voyage to Liverpool under all plain sail including skysails. The weather was described as moderate from W. to W.S.W. with occasional passing squalls, the ship showing no symptoms of tenderness.

On the 14th the wind shifted to S.W., with squalls which increased in strength towards night; skysails, royals, and light staysails were taken in and reset, except skysails, from time to time, during the day, until soon after 8. p.m., when the royals were finally taken in and stowed, also the light staysails. At 9 p.m. blowing strong, the ship lying over with sheave holes in bulwarks under water. About 10 p.m. squally. Flying jib, crossjack, and main topgallant staysail were taken in. Shortly after 10 o'clock Captain Van Norden came on deck and ordered the mizen topgallant staysail to be hauled down and the topgallant halyards to be let go.

At this time she was so far over that sail could not be taken in, and in a very few moments the vessel was hopelessly lost and soon after sank. In the confusion arising from this sad casualty eight of the crew succeeded in reaching one of the lifeboats bottom up, which had floated clear of the wreck, and after daylight they picked up another person, a boy. The remainder of the crew, including the master and his wife, perished. The lifeboat and the nine survivors were picked up by an Austrian barque "Blandina P." on the 27th April, and conveyed to St. Helena, where they landed on the 5th July, and were brought thence to England by the mail steamer.

The Court after carefully weighing the evidence in this case find—

1st. That the "Stuart Hahnemann" was well built, her equipment was as perfect as money and skill could make it, and every proper precaution was taken by the owners to ensure the safety of the ship and crew.

2nd. That on leaving Bombay she had in our opinion a fair amount of ballast.

3rd. That we attribute her loss to carrying too heavy a press of sail so long that when the wind increased the sail could not be taken in.

H. Mansfield,
Deputy Stipendiary Magistrate.
John S. Castle, Chas. E. Pryce, } Nautical Assessors.
W. H. Moore,
Tonnage Surveyor.

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## "SULTANA."

The "Sultana" was a brig-rigged vessel, of 104 tons register, built of wood at Trinity Bay, Newfoundland, 1859, and was owned by John Chapman, of Liverpool, in the county of Lancaster, sole owner. She was commanded by James Burgess, who held a certificate of service dated 1851, but lost in the vessel. On January 22nd she left London in good condition and well found, and equipped with a crew of six hands all told, and a cargo of 140 tons of superphosphate, bound for Wexford, drawing 10 feet 6 inches fore and 11 feet 6 inches aft.

All went well, and nothing particular occurred till on January 29th, off Berry Head, as it was stated in evidence of the mate, who is the master's son, that there was an error in the compass. On January 29th, at about 9 p.m., the Eddystone was passed, a course by compass W. by S. was steered, speed being about five knots, with an increasing breeze from the southward, weather at the time being clear. At midnight the master went below, leaving the deck in charge of the mate, who continued the same course with an increasing speed. No lights were seen during his watch, nor was the log or lead used.

At 4 a.m. the master again took charge of the deck, the weather at this time had become thick.

A light was seen on the starboard quarter, bearing about N.E., the mate was sent aloft to make it out more plainly, and he returned and reported it to the master as the Lizard Lights. At about 4.30 or 5 a.m. the course was altered to N.W., speed of the ship increased to seven knots, weather had at this time become very thick. During the night the tide must have been setting the ship in towards the land very considerably, as it was high water about 7.30 a.m. at Coverack. The master took no precautions to ascertain for himself what the light really was.

About 5.30 a.m. the master being on deck, breakers were observed ahead; the master ordered the helm to be put down, but in two or three minutes the ship struck, carrying away the rudder and falling broadside on to the rocks. The topsails were lowered and the boat got out, and finding nothing could be done to save the ship, the master and crew got into the boat, and remained in the boat under the lee of the vessel till daylight, when they landed near Coverack.

*Judgment.*

From the evidence given, which was not altogether satisfactory, it appears that the master made no allowance for the inset of the tide, which must have been very strong, with a freshening southerly wind, nor did he verify what the light really was, which was seen bearing N.E. after 4 a.m. of the 30th January, and which he wrongly took for the Lizard.

The Court, after mature deliberation, consider that the master should have been more on deck during the night, and that he was not justified in quitting it for four hours, especially being close to the land and believing his compasses to be in error, and that he should not have altered his course to N.W. at the time he did.

The Court therefore consider him in default, and attribute the loss of the vessel solely to his careless navigation, and adjudge that his certificate be suspended for six calendar months from this date.

Wm. Henry Rodd, J.P.
R. R. Victor, J.P.
Willm. Curling, Ed. White, } Nautical Assessors.

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## "SUMATRA."

The "Sumatra" was a wooden vessel, ship rigged, of 1,323 tons registered, and was built at Quebec in 1863. She was owned by Mr. James Alexander, merchant, of Liverpool.

On the 13th of January 1875, the "Sumatra" left Liverpool bound to Calcutta with a cargo of 1,800 tons of salt, having a crew of 27 hands all told, and under the command of Mr. John Seals, who holds a certificate of competency dated 7th of June 1858.

There were on board a new windmill pump, two main pumps, and two bilge pumps, and she was otherwise well found. During the passage out one of the main pumps had to be worked about half an hour every watch, the windmill pump being used only occasionally. On the ship's arrival at Calcutta her cargo was discharged, and the bow ports which were supposed to have been leaky were examined and caulked, and she was otherwise overhauled without however discovering any further leak, and she took in a full cargo of jute. On the 29th of July she sailed from Calcutta for Falmouth for orders, with the same crew, and does not appear to have required more pumping than on her passage out, until she encountered heavy weather on the 27th of November, being then in latitude 36° 16″ N., longitude 34° 33″ W., when she commenced to leak considerably, but not more than the windmill pump could keep free, assisted at intervals by the main pumps.

On the 28th, the gale having moderated, less pumping was required, and this continued until the 4th of December. When in latitude 46° 19″ N., longitude 21° 45″ W., they had again bad weather. The windmill was kept going all the morning without sucking, and at 1 p.m. on sounding the well 18 inches were found.

The watch was set to the main pump, but at 2 p.m. there were 24 inches in the well. On the morning of the 5th a barque was sighted, which proved to be the "Minnie Grey," and on being spoken with she agreed to remain by them until they reached the land. The windmill pump had broken down at intervals during the night, and the watch had been unable to reduce the leak with the main pump. At 9 a.m. on the 6th part of the crew went aft and asked the captain

to abandon the ship. This the master refused to do. It was not then safe to put out a boat, but he mentioned in his statement that he considered it would have been prudent even then to leave her. She was labouring heavily, and had a strong list to port which rendered the starboard pump almost useless. To ease the ship and bring her more upright she was, after communicating with the "Minnie Grey," put dead before the wind, that ship following her. At noon the master took the wheel, and all hands went to the pumps, and they continued pumping until 7 a.m. on the morning of the 7th. The windmill pump was then entirly useless, and the leak was fast gaining upon them. Under these circumstances the master, after consulting with his officers, decided upon abandoning the ship.

The weather had moderated, and the longboat was got out, and by noon the whole crew got on board the "Minnie Grey," leaving seven feet of water in the ship, the pumps having been kept going until they left her. Cape Clear then bearing E. ½ N., distant 330 miles. They were finally landed at Galway on the 17th, after beating about in bad weather for 10 days.

The Court, upon the evidence, felt bound to return the master his certificate, expressing however an opinion that he might have brought his ship on the port tack, so as to take the list out of her rather than bear away before the wind on the 6th of December. Had he done so he would have got the full advantage of all his pumps, and he would have been in the track of vessels supposing that in consequence of doing so the "Minnie Grey" had left him. But the Court gave the master credit for acting for the best under the circumstances in which he was placed. The vessel appeared to have been seaworthy when she left Calcutta on her homeward voyage, and the Court was unable to discover in the course of the inquiry any adequate cause for the disaster, not finding it in the nature of the weather which they encountered on the voyage.

T. S. Raffles,
Stipendiary Magistrate.

John Steele,
R. Ashmore Powell, } Nautical Assessors.

## "SURPRISE."

The "Surprise," official number 19,030, was a schooner built of wood at Sandwich in 1852, and was owned by Mr. Harvey Foster, of Great Totham, and others, and was registered at Maldon 140 tons. She sailed from Portsmouth in ballast on the 6th of April, bound to Sunderland, under the command of Mr. George Smee, who holds no certificate, and had a crew of five hands all told. During the voyage she put into Yarmouth Roads from stress of weather, and sailed at 5.30 a.m. on the 13th, weather moderate, wind from S.W. At 8 a.m. she passed the Cockle Light-vessel, and proceeded to the north-westward. Towards noon the wind backed to S.E. with heavy snow showers, and commenced to blow, causing a heavy sea. Sail was shortened as required, during a heavy lurch the ballast shifted, and the vessel took strong heel to port. Hands were sent into the hold, and the vessel was in part righted.

At midnight it blew a hard gale from E.N.E. with heavy snow showers; the vessel was on the starboard tack under three-reefed mainsail and reefed forestaysail; all hands had been on deck since leaving Yarmouth. At 4 a.m. the look-out reported breakers ahead. An attempt was immediately made to wear ship, but while so doing the main boom was carried away, rendering the vessel helpless, and driving before the gale struck in fifteen minutes on Friskney Sands, and beat inshore on the flats about two miles, so that at low water the crew were able to walk on shore. At the time the vessel was abandoned the water had reached the hold beams. On Saturday 15th the crew returned to the vessel and laid out the port bower anchor with 85 fathoms of cable to seaward. During this day the tide ebbed and flowed in and out of the vessel, so that the crew took refuge on shore. On Sunday 16th, the weather being fine, the crew returned to the vessel and lighted fires in cabin and forecastle to dry the vessel. At 5 p.m. the fire in the forecastle was nearly out, but as the mate intended to sleep on board that night the cabin fire was left burning. At this time the crew appear to have left the vessel; the three men to remain on shore for the night, and the mate to report to the master the condition of the ship previous to his returning on board for the night.

He appears to have been absent from the ship about three quarters of an hour, and when about to return on board he observed smoke issuing from the cabin. He procured assistance and sent for the master and crew; every effort was made to put out the fire, but by this time the entire after end of the ship was in flames; seeing that the destruction of the ship was inevitable the masts were cut away.

The rising tide extinguished the flames, and it was found the vessel had been burnt from stern post to the main rigging to the water's edge. No lives were lost. The vessel appears to have been valued at 900*l.*, and was insured for 180*l.*

Whereupon the Court gave judgment as follows:—

*Judgment.*

The Court are unanimously of opinion that the schooner "Surprise" was stranded through peril of the sea, and that the subsequent loss by fire would appear to be purely accidental, and that neither the master nor his crew can be considered in default for either casualty.

J. G. Sadd, Mayor.
Henry Thos. Eve, J.P.

John Steele,
Geo. H. Forster, } Nautical Assessors.

## "SUSAN," (S.S.)

The "Susan" was an iron screw steamship, schooner rigged, with one deck and two masts. She was built at Sunderland, in the county of Durham, in the year 1872. Her tonnage was 875 $\frac{92}{100}$ gross, and 558 $\frac{58}{100}$ register, and belonged to Mr. Henry Collings, of No. 3, Cross Lane, St. Mary at Hill, in the city of London, ship broker, and others.

This vessel left Oran in Algeria on the 15th of June last on a voyage to Dunkirk, laden with a cargo of mineral and wool, under the command of Captain Masters, who holds a master's certificate of competency, and manned by a crew of 21 hands all told, her draught of water being 16 feet 1 inch aft and 14 feet 7 inches forward.

In coming up from the southward and eastward towards the Straits of Gibraltar she made Ceuta early on the morning of the 17th, and passed it about 10 a.m., at a distance of one mile. From this position a course was steered N.N.W., and about 11 a.m. she struck upon a rock supposed to be the "Benzus." Efforts were made to back her off, providentially without effect, as it was afterwards proved that there were 14 fathoms under her stern. It was soon apparent that the ship had sustained serious injury, and that all hopes of saving her must be abandoned. The crew took to their boats and were safely landed at Ceuta. There they heard from the Spanish authorities that the ship had not stranded on the "Benzus Shoal," but upon a rock to the eastward of it, not laid down upon either the Admiralty or Spanish charts.

On the following day, the 18th of June, the senior officer at Gibraltar despatched H.M.S. "Coquette" to the scene of the wreck; the navigating officers, Sub-Lieutenants Clark and James, reported that the "Susan" had grounded on the "Benzus" Shoal, a rocky patch extending about 50 feet north and south, and 20 feet east and west, with 14 feet least water upon it, and lying about 800 yards from the shore. On the 20th a tug boat from Gibraltar went to the wreck for the purpose of salving the cargo; they found the bow of the vessel still above water, and took the following bearings:

Point Leona, N. 68° W.
Point Blanca Tower, S. 22 W.
Ceuta Island, S. 28° E.

It appears that some doubt still existed as to the real position of the wreck, for H.M.S. "Coquette" was again despatched to the locality, when upon further examination they found that the rocky patch on which the "Susan" had struck was not the "Benzus Shoal."

The surveying officer reported that it was another rocky patch, lying S. 70° E., about three cables length from the "Benzus Shoal," and with the following bearings taken from the wreck.

"Point Leona N. 71° W. 1½ miles."
"Ruins on Blanca Point, S. 17° W. 600 yards."
"North extreme of Ceuta
"La Veza Wall just open } S. 20° E.
"of Birmeja Point.

"The patch extends north and south about 30 yards, and "10 yards east and west, with 16 feet least water upon it. "Steep to 6 to 9 fathoms close to all round."

There seems no reason to doubt the accuracy of the bearings of Point Leona, as taken by the officer of the navy,

and also by the officers of the "Susan," which places this danger nearly parallel with the "Benzus Shoal."

The Court could come to no other conclusion from the evidence, than that the "Susan" was lost upon a dangerous rocky patch, neither laid down in the Admiralty chart of 1872, nor upon Imray's chart of 1875, by which the "Susan" was navigated.

As the sailing directions were observed, namely, to keep the town of Ceuta open in order to clear the "Benzus Shoal," the Court returned Mr. Masters his certificate.

JOHN BALGUY,
Stipendiary Magistrate.

HY. HARRIS,
R. ASHMORE POWELL, } Nautical Asssessors.

## "TAGUS," (S.S.), and "ZOOPHITE."

The "Tagus" is an iron screw steamship, with four decks and two masts, and belongs to The Royal Mail Steam Packet Company, of 55, Moorgate Street, in the city of London. She was built in the year 1871, her tonnage being 3,252 gross and 1,893 tons register.

The "Zoophite" was a brig, built of wood at Sunderland, in the year 1856. She had one deck and two masts, of 161 tons register, and belonged to John Northover Read, of New Road, Portland, Albert John Bray Newman, and Henry Newman.

The "Tagus" at the time of the casualty was on her voyage from St. Thomas's to Plymouth, under the command of Mr. Thomas Woolward, who holds a master's certificate of competency.

On the night of the 27th of November the captain and the second officer (Mr. Maurice Trenham Stocker, who holds a chief mate's certificate) were on watch.

At 0.25 a.m. of the 28th the Lizard lights were in sight, bearing N. true, from three to four miles distant, the weather was cloudy, and the wind moderate, from E. by N. At 0.30 the vessel was steered E. by N. ½ N. by the standard compass, by magnetic E. ½ N. At 0.40 a.m. the captain left the deck for a few minutes to get some warm clothing, leaving the vessel temporarily in charge of the second mate, who was on the bridge; immediately after the captain had left the deck a green light was reported by the look-out on the starboard bow; the fifth mate, however, who was also on the look-out on the forecastle, went to the bridge, and informed the second mate that it was not a green but a white light, and that it was nearly a head; the second mate had already seen the white light, and assumed it to be the light of a steamer passing down channel. Very shortly after this the look-out man twice reported a light close-to, on the port bow; the second mate, not being able to see this light, and fearing from the manner it was reported that a vessel was close at hand, ordered the helm to be ported, and almost at the same moment he discerned the sails of a brig crossing the steamer's bow, and a little to starboard; he then put the helm hard a-starboard, and the engines full speed astern, thus passing under the stern of the brig, which continued her course, heading about S.E. by S. When her stern was abreast of the steamer's bridge on the starboard side, some 40 or 50 feet off, he hailed her "why she had not shown a light, and asked her name," but received no reply. The captain of the steamer, who had left the bridge about 10 minutes before, noticing that the engines had been stopped and reversed, ran upon deck, and heard the second mate inquiring the name of the brig, and saw three men on her deck, one of whom had a bright light; no damage was apparent, and no shouts for help were heard, and she continued on her course; those in command of the steamer, feeling assured that the vessels had not touched each other, ordered the engines ahead, and she proceeded on her course.

The case on the part of the "Zoophite" was, that on the night in question she was proceeding on a voyage from Llanelly to Fécamp, on the north coast of France, with a cargo of about 265 tons of coals, under the command of Mr. William Athwool Newman, and a crew of six hands all told; that about 1 a.m. of the 28th of November, the tide being about half flood, the weather cloudy, and the wind E.N.E., and blowing a strong breeze, she was put on the port tack, under fore and main topsails, double reefed jib, foretopmast staysail, square foresail, main topmast staysail, and main trysail, heading S.E. ½ S., and proceeding at about three knots, when the mast-head and port lights of a steamer were seen on their starboard quarter, heading about E. ½ N., and distant three-quarters of a mile; directly afterwards her port light became obscured; that she proceeded towards the brig stem on; that the crew shouted to the steamer to starboard, or she would run over them. She took no notice of their cries, but proceeded on, apparently at full speed, and in a few minutes her stem struck the stern of the brig, near the port quarter, carrying away the bulwark stanchions and covering boards; that the force of the blow threw the brig round on to the starboard tack; that they called to the steamer to lower a lifeboat, and to stand by them, as their brig was sinking; the steamer took no notice of their cries, but proceeded on her course, and was soon out of sight. In a few minutes afterwards the cabin floor was found to be covered with water, their boat was lowered, and in about half an hour the master and crew abandoned the brig, which they believed to be in a sinking state, and she was not seen afterwards. The crew were subsequently picked up by a passing vessel, and on the following morning they were safely landed on the English Coast.

After a careful consideration of the evidence, the Court found as a fact that the two vessels had been in collision, and that the collision had been caused by the officer in charge of the deck of the "Tagus" neglecting the observance of the 15th and 16th articles of the steering and sailing rules.

For that default the Court adjudged that Mr. Stocker's certificate be suspended for the space of three calendar months from this day.

As the charge against the captain of the steamer of failing to render assistance after the collision was withdrawn, the Court returned Captain Woolward his certificate.

JOHN BALGUY,
Stipendiary Magistrate.

HY. HARRIS,
ED. WHITE, } Nautical Assessors.

## "TEAZER" and "EMU," (S. Tug).

The "Teazer" was a barque-rigged vessel, built at Dartmouth in 1850, official number 21,696, and 284 tons register. She was owned by Mr. John Harrison Storm, of Whitby. She sailed from London on the 15th day of October last, in ballast, bound for Whitby, under the command of Mr. William Storm, who holds a certificate of competency, 82,205, and had a crew of nine hands all told. The weather was fine and the wind from north-east. Nothing noteworthy occurred until 4 o'clock p.m. on the 18th, when, with strong gale from the south-east and heavy sea, she arrived off Whitby, and with her jack flying for a pilot was "reached off shore" under two lower topsails, spanker mizen staysail, and foretopmast staysail. The master gave orders to bend the fore and main staysails, to be used as storm sails, in the event of not being able to get into port that night. The sails were bent, and at 4.30 p.m. the vessel's head was put inshore, and at 4.45., when off the buoy, a tug was seen approaching from Whitby Harbour. This tug proved to be the "Emu" sent out for the purpose, and took the "Teazer" in tow. All sail was taken in on board the "Teazer" and the mate took the helm, the master at the same time went forward to watch the tug. The latter in steering for the harbour, allowed his "tow" to get to leeward, and seeing danger to both vessels by longer holding the barque's rope, slipped it when the latter was close to the west pier. Unable to recover herself under canvas, the barque drifted behind the pier, and struck heavily. The crew were taken off the stranded vessel by the "Robert Whitworth" lifeboat. The "Teazer" was eventually got afloat, and towed into Whitby.

The stranding of the "Teazer" having been caused by the action of the tug, and the failure of her master to realize at an early stage of his tow the difficulties that he would meet when approaching the piers, the question arises as to the master of the barque's responsibilities in accepting the services of the tug, and implicitly trusting to his guidance in the absence of a pilot on board either vessel. John Reid, mate of the "Teazer," has stated in evidence that it was the master's intention to keep to sea that night, unless a tug or a pilot came off, and that he had bent storm sails for the purpose. The presence of the tug over-ruled this intention, and as the master believed the tug had been sent out by his owner especially to tow his vessel into Whitby, he further inferred that the tug and those on board her were effective for the purpose, and trusted implicitly to their guidance. It is to be regretted that the master of the tug had not made a more correct estimate of his vessel's capacity before he took the "Teazer" in tow. Their course to

Whitby Harbour brought the "Teazer" too near the wind for her sails to have been of any service.

*Judgment.*

After due consideration of all the evidence that has been adduced, together with the statements of the masters, the Court acquits Mr. William Storm, the master of the "Teazer," of default in the stranding of that vessel, and returns him his certificate. With regard to the master of the tug "Emu," the Court is of opinion that he might and ought to have towed the "Teazer" into a more weatherly position before making for the harbour. For this want of judgment on his part the Court expresses its severe censure, and with this admonition returns to Mr. Francis Davidson Forrest his certificate of service.

EDMUND H. TURTON, J.P.
E. CORNER, J.P.
EDWARD HIGHT, JOHN STEELE, } Nautical Assessors.

## "THESSALIA."

The "Thessalia" was a brig-rigged vessel, built of wood at Sunderland in 1854, of 271 tons register, and owned by Mr. Thomas Marwood, and others, of Whitby. She sailed from Cronstadt on the 3rd of October last with a cargo of deals, bound to West Hartlepool, under the command of Mr. John Brown Vickers, who holds a certificate of competency, No. 81,711, and had a crew of nine hands all told. Mr. John Crosby, whose certificate of competency is number 99,230, was mate of the "Thessalia." She experienced rough weather after leaving Cronstadt, and received damages above deck. These damages were repaired in Copenhagen, and she again proceeded on her voyage with the same crew, experiencing variable weather until Monday the 25th, when observation taken at noon gave latitude 55·39 N., longitude by account 00·½ E. Sounding taken at this time gave 37 fathoms, gravel and stones. Wind S.S.W., vessel on port tack heading west. Soundings appear to have been taken every two hours until 8 p.m., and between 8 p.m. and midnight every hour, 60 fathoms being found according to log at the last cast. At midnight the master left the deck in charge of the mate, with orders to keep the lead going, and to keep a good look-out, and call him in the event of any change. The ship was under all plain sail, heading about W. ½ S. on port tack, going about five knots per hour; breeze moderate, but weather foggy. At 2 a.m. the master came on deck, when soundings were taken according to log, giving 40 fathoms, fine sand; and soon afterwards the master left the deck in charge of the mate, with similar instructions to those given at midnight. Christian Bach, A.B., was on the look-out, and Walter Richardson, A.B., was at the wheel. The latter stated in evidence that soon after 3 a.m. he heard a sound resembling breakers on the shore, and after listening a short time reported this to the mate. The mate ordered the lead to be passed forward, and left the deck to call the master, but before the master reached the deck, or a cast of sounding could be taken, the vessel struck, and remained fast upon the rock. The tide was about three-quarters ebb, and left the vessel high and dry about 5 a.m. After daylight boats came from the shore to their assistance, and on the flood tide two kedge anchors were run out and were hove upon with head sails set to assist. The vessel slewed, but, one of the hawsers having parted, failed to get afloat. Towards sunset the wind and sea increased, and came more inshore and bilged the vessel, and at 8 p.m. she was abandoned by her crew. Frequent use appears to have been made of the lead during the "Thessalia's" passage across the North Sea; but it admits of grave doubt whether correct soundings could have been obtained at midnight on the 24th in 60 fathoms, and at 2 a.m. on the 25th in 40 fathoms, by merely shaking the vessel in the wind to deaden her way with all sail set, in a steady breeze.

The vessel at this time was heading directly for the land in a dense fog, and only 21 miles from it at midnight by the master's reckoning, which had not been verified by observation for longitude since leaving Holmen Light. It was thus necessary that the vessel should have been hove to for sounding in both these instances. Walter Richardson stated in evidence that the vessel's speed at 2 a.m. would be from five to six knots. This, taken in connection with the master's reckoning, shows gross carelessness in standing inshore after 3 a.m.

The log-book shows evidence of grave carelessness, with frequent omissions in the distance column.

*Judgment.*

After duly considering the evidence in this case, the Court is of opinion that the stranding of the "Thessalia" was caused, first, by the master's want of prudence in keeping his vessel heading on to the shore in the thick weather that prevailed at 2 o'clock, when the cast of the lead was taken, said to be in 40 fathoms; second, by the neglect of the mate in not calling the master when the weather became thicker, and not instantly putting the helm down when the noise of breakers was reported to him by the man at the wheel, thus allowing valuable time to elapse in which, by prompt action on his part, the disaster might have been averted.

The Court therefore find John Brown Vickers, the master, and John Crosby, the mate, both in default for the stranding of the "Thessalia," and suspends their certificates respectively for six calendar months from this date.

A. W. ENGLISH, J.P.
E. CORNER, J.P.
EDWARD HIGHT, JOHN STEELE, } Nautical Assessors.

## "THOMAS SORBY," (S.S.)

The official number of the vessel was 70,431, and she was registered at the Port of Middlesbro'. She was built at Stockton-on-Tees in 1875, and was an iron vessel. Her registered tonnage was 952·56. She was owned by John Baker Walker, John Bramall, and others. The master was Samuel Jackson, who holds a certificate of competency, the number of which is 31,135, and which said certificate went down with the ship. The crew numbered 34 hands all told, and were named:—

Samuel Jackson, master; John Storm, first mate; William S. Symes, second mate; Alfred Haine, third mate; William Harrison, first engineer; Thomas Noble Campbell, second engineer; Edmond Tomkins, boatswain; John Wignall, carpenter, and 26 others. She had on board four passengers. She sailed from Batavia on the 12th day of August 1875, with a general cargo, and also carried the Dutch mails. She was bound for Rotterdam viâ Brouwershaven. All went well until the morning of the 6th of October 1875, when the vessel was off the coast of Holland and steering an E. by S. course. The weather was at this time fine, and the wind moderate from the N.W. At 4 a.m. the third officer (Alfred Haine) took charge of the deck, the revolving light of Schouwen was observed about two or three points on the starboard bow, the ship steering E. by S., engines going slow. The captain was at this time on the bridge, where he appears to have remained until the stranding of the said steamer. About 4.30 a.m. one blue light was burnt as a signal for a pilot; no answer was made. About 5 a second light (which proved to be a fixed one) was seen on the starboard bow. At 6 a.m., on day breaking, orders were given by the master to keep a good look-out for a black buoy and a white buoy. The steamer was still steering E. by S., lighthouse in sight and land visible 8 to 10 miles off. The tide was about three-quarter flood setting to the N.E. About this time the look-out man was taken off, and no attempt to replace him either at the mast-head or on the forecastle seems to have been made. About 6.10 a.m. a vertically striped black and white buoy, known as the Nun Buoy, with staff and triangle on it, was seen about a point on the starboard bow. The vessel was steamed within ten yards of it, to enable the colour of the buoy to be clearly made out. Shortly after the captain appears to have ordered the helm to starboard, steadying it on her reaching E.N.E. by the pole compass, engines still going at half speed. The wind at this time was N.W., blowing fresh. Some directions were then given by the master with regard to taking a cast of the lead, but before it could be taken the ship had struck the N.E. part of the Oosterzand Bank known as Steile Hock. The engines were set on full speed ahead and canvas set forward to cant her head off. This failing, canvas was taken in, and the engines reversed for some five minutes, the ensign was hoisted union down, but no assistance was received until dusk, when a cutter came and took the captain off in her boat. The reversing of the engines also failing to move the vessel, they were again set full speed ahead, and kept working until the joints of the main steam pipe gave out from the lifting of the boilers, arising from the bumping of the vessel; meanwhile the main pumps were kept working, and subsequently the donkey, until the engineers were compelled to leave the engine-room on account

of the water flooding them out. About 7 a.m., the tide falling, the ship fell over to seaward on her port bilge, exposing her deck to the sea. Between seven and eight water was observed flowing into the engine-room and after-compartment, which on examination proved to be from the holing of the vessel in different places underneath the boilers and engine-room. Soon after this the water reached the furnace, and the fires were put out. About 8 o'clock the starboard lifeboat was lowered, and, in charge of the chief officer, landed the passengers at Brouwershaven. Subsequently the third officer with nine men, and at 2 p.m. the second officer and the rest of the crew, quitted the vessel. At 5 p.m. the master was taken off by a cutter, which transferred him to a steamer going to Rotterdam. The vessel at this time had started her decks fore and aft, and was left with her deck to the sea, water flowing in and out with the tide.

This is as concise a statement of the evidence given before us as the conflicting nature of it will admit of.

In our opinion this disaster arose from the following causes:

1. The master finding his signal for a pilot not responded to should have repeated that signal.

2. The coast being notoriously dangerous, he ought to have verified his position by the lights then in sight, and by the constant use of the lead, which he wholly neglected to do.

3. On discerning the "Nun Buoy," which exactly defined his position, he ought at once to have put the vessel's head to the northward and westward, and not have steadied his helm on an E.N.E. course.

The inquiry was more complicated than it otherwise would have been from the fact that the log-book, the engine-room register, and the deviation table were not produced, neither was the chief officer called to account for the absence of the log-book.

*Judgment.*

After a careful review of the evidence which has been brought before us in this matter, I regret to say we have arrived at the conclusion that it is our duty to suspend the certificate of Captain Jackson.

It is impossible that we can agree in the view urged upon us by his learned counsel, namely, that the loss of the vessel arose solely from an error in judgment on the part of the captain.

Without now going fully into our reasons for arriving at the conclusion we have, we may state that in our opinion the captain had not taken those precautions for the safety of his ship which he, as a seaman, was bound to have done.

We shall forward a report of the case to the Board of Trade, and to that report will be appended a statement setting out the reasons which have induced us to adopt the course we are about to pursue.

It was with much satisfaction that we heard of the gallant conduct of the captain after his vessel had become a wreck. So long as she hung together the captain appears to have stood by his craft.

Evidence to character was called on his behalf, and he must have heard with feelings of pride the high opinion many persons, including an owner of his unfortunate ship, entertained of him.

In dealing with his case we have taken his good character into consideration, but it would be wrong of us were we to allow it so to warp our judgments as to make us lose sight of the fact that to his want of proper caution his vessel was lost.

It must be remembered that the vessel was a passenger ship, which put upon the captain an extra responsibility, and made it necessary that he should use the greatest possible caution and care in the navigation of his ship.

After much anxious thought we have led ourselves to believe that under all the circumstances of the case the ends of justice will be answered if we suspend his certificate for six months from this date.

CHARLES JAMES COLEMAN,
Police and Stipendiary Magistrate.

B. G. W. NICOLAS, ARTHUR RONALDSON, } Nautical Assessors.

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## "TORNADO."

The ship "Tornado," a vessel built of wood at St. John, N.B., in 1857, official number 35,202, of which George Adam and others were registered owners, and of which Daniel Wilson, having a certificate of competency as master, number 87,256, was commander. The vessel was registered at the Port of Greenock, and was of the tonnage of 1,098. That the vessel was coppered, and was reclassed Æ for four years at Lloyd's in 1874. That the "Tornado" loaded a cargo of timber together with a heavy deck load, consisting of two tiers complete, and part of a third; the forecabin also being filled with deals. That the vessel appeared when she left Quebec to have been well found, in good condition, and well manned. That she proceeded on her voyage from Quebec to Greenock on the 18th September 1875. That on the 24th September she was off the S.E. end of Anti Costi, when the master resolved to proceed through the Straits of Belle Isle; that after proceeding on that course for about six hours, he again changed his course to proceed by the usual channel to the southward of Newfoundland, pursuing this course for the period of three or four hours, when they again resolved to go by the Straits of Belle Isle. On the 25th at mid-day, the course was again altered to pass to the southward of Newfoundland, there being nothing in the weather during the time to cause these alterations in the course. The vessel proceeded on that course till the 26th, when a gale of wind came on, which continued till the 27th, when the deck load shifted and started the stanchions, covering board, and waterway seams, causing the vessel to leak, and ultimately become water-logged. Had the vessel not been loaded with a heavy deck cargo she would in every probability have reached her destination in safety. On the 28th, the gale still continuing, and the ship being water-logged, they bore up for the Bay of Islands to endeavour to come to anchor. While close to the South Head, and within the bay they let go the starboard anchor, paying out 60 to 70 fathoms of chain; that the anchor never reached the bottom, and they could not give more chain in consequence of the chain fouling in the chain locker pipe. They then slipped the chain at 75 fathoms, the vessel meantime drifting across the bay. The lead was kept going, and when they got 45 fathoms they let go the port anchor, which held for a short time, but in consequence of the chain being jammed by the deck load they could not give her sufficient chain to prevent her driving. She thereafter struck the shore and became a wreck. The cargo in a few hours washing out of her. After the vessel drove on shore about 11 p.m., the crew got one of the boats from the skids into the only pair of davits on board the ship. The other two boats being washed off the skids during the night. At daylight in the morning the boat in the davits was lowered down, into which the captain and 16 of the crew entered, and after remaining about three minutes alongside proceeded to the shore, leaving the steward, an old man, Taylor, an able seaman, the boatswain, and three boys on board. The boat reached the shore with the 17 men safely. Two or three attempts were made during the day to proceed to the ship with the boat to rescue the remaining six, but ineffectually, in consequence of the sea and the boat having started a plank on being beached. The six people remaining on board made in the afternoon two small rafts with deals and staves, on which, with considerable difficulty, five reached the shore, one boy, James Ramsay, being washed off the raft and drowned.

The Court having carefully considered the evidence adduced in this inquiry, with the statements made on behalf of Daniel Wilson, the master, found that the said Daniel Wilson erred in judgment in twice trying to make the passage through the Straits of Belle Isle with a deeply laden ship at that season of the year; that the vessel in a gale of wind, on the 26th and 27th September, became water-logged and unmanageable, the deck cargo having shifted and jammed the port chain; that they tried to get her into the Bay of Islands, in order to come to an anchor; that they let go the starboard anchor, which did not reach the bottom, and from which they slipped, the vessel meantime drifting across the bay until soundings were found, when the port anchor was let go, but which did not bring the vessel up through want of chain; that the master showed a want of energy in not shackling the one chain to the other, while the vessel was drifting across the bay, where she became a wreck, and that he left the vessel while six of the crew remained on board which he should not have done.

The Court, under the whole circumstances, considered the conduct of the master deserving severe censure, and he was hereby censured and reprimanded accordingly. The Court further, in consideration of his previous good character, returned him his certificate.

WILLIAM MACLEAN, J.P.
WILLIAM SHAW, J.P.

GEO. BURNETT, C. Y. WARD, } Nautical Assessors.

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## "TRYPHENA."

The "Tryphena" was built of wood at New London, Prince Edward Island, in the year 1865. She is rigged as a brigantine, and her registered tonnage is $192\frac{22}{100}$. She is owned by William Harries, and others, and registered at Cardigan, her official number being 53,681. She was bound on her last voyage from Swansea to Trouville, thence to any port in the Bristol Channel.

She left Trouville, in ballast, on the 31st December last, with a crew of seven all told, under the command of William Harries, who holds a certificate of service, No. 41,347, and is also a part owner.

Between 9 and 10 p.m. on the 2nd January instant, the vessel being under all plain sail, the Nash Lights in the Bristol Channel were made, distant about seven miles. From 8 to 12 was the mate's watch, and during the first two hours of that the vessel remained under his charge, the course steered under his directions being E.S.E. At 10 o'clock the man at the wheel was relieved by another seaman, the captain's son, and the captain took charge of the ship. No evidence was adduced as to the course steered from 10 to 12, but on the watch being relieved at 12 o'clock, the man Goodwin, who took the wheel, stated that the course given him was E., which was successively altered by the captain to E. by S. and E.S.E., (at 12.30) E., and finally E.N.E. The man at the wheel remonstrated with the captain upon this last order, and the look-out immediately reported that they were running on the land, and the mate at the same time called out to the man at the wheel to port the helm, but the captain insisted on the vessel being kept to E.N.E. She shortly afterwards struck on the western side of Cold Knap Point, which forms the eastern horn of Porthkerry Bay, and the western entrance to Barry Harbour. The evidence of the whole of the witnesses examined on the part of the Board of Trade goes conclusively to show that the captain had been drinking heavily during the voyage, and that he was at the time of the stranding, and for two hours or more before, in such a state from drink as not to be able to exercise a proper judgment on the navigation of his vessel. At the same time he was not in so absolutely helpless a condition (though he became so shortly after the vessel had struck) as to justify the mate in taking the responsibility of depriving him of the command, and taking charge of the ship himself.

The night appears to have been hazy, but the lights were visible on the one hand, and the land was also discerned as they ran along at no great distance from the coast. There was a strong ebb tide, but the ship was going sufficiently fast through the water to be under perfect command.

Proper attention to the sailing directions and to the lights, two of which must have been constantly visible, would have prevented the ship being run ashore.

After she struck, the crew landed, and the captain, who was found stretched on the deck in a helpless state, was lowered over the side. He and the crew remained on the beach until 6 in the morning, when the coastguard stationed at Barry came down and got the captain and all the crew, except the mate, on board, and shortly after the vessel was towed off by a tug and taken into Cardiff, where she now lies.

My opinion is that the captain was at the time of the accident, and for some time before, in a state of drunkenness, and that the stranding of the vessel was owing to his incompetency from that cause. I therefore adjudge that the certificate of service of William Harries, late master of the "Tryphena" be suspended for two years from the 24th day of January instant.

R. O. Jones,
Stipendiary Magistrate.

John S. Castle, C. S. Broome, } Nautical Assessors.

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## "TURKESTAN."

The "Turkestan" is an iron ship, built at South Stockton in 1874, of 1,418 tons registered, and is owned by the British and Eastern Shipping Company (Limited), of Liverpool. She left New York on 1st February 1876, on her homeward voyage to Liverpool, under the command of Mr. James Brown, who holds a certificate of competency, dated 25th August 1864, and who passed a special examination in compass deviation on the 11th November 1870. She had a crew of 28 all told, and a full general cargo. She had a boisterous passage, but all went well to the morning of the 17th February, when the weather being thick they struck soundings between 7 and 8 a.m. in 47 fathoms, and subsequently about 11 a.m. in 56 fathoms, and concluded that they were in about latitude 51.40 N., and longitude 6.20 W., the master stating that he obtained an observation, which, under the circumstances of weather in which it was taken, must have been, to say the least, somewhat doubtful. From that position they shaped a course N.E. ½ N., going about seven or eight knots, which they imagined would bring them abreast of the Stack Light about 2 a.m. of the next day. The weather continued thick during the day, becoming thicker as the day advanced, but no further cast of the lead was taken, the master apparently being confident of his position, though about 8 p.m. he did appear to have entertained the idea of taking another cast. Between 11 p.m. and midnight, whilst in the act of setting the jib, the ship struck on the Welsh Coast, near Harlech, in Tremadoc Bay, and after bumping several times remained fixed, and she still lies near that spot. No lives were lost. The greater part of the cargo was subsequently saved, and on the 9th of March the ship was scuttled with 10 feet of water in her.

The Court were satisfied upon the whole of the evidence in this case, and from the high character given to the master, that he was a good and careful navigator. They were therefore all the more surprised, that on entering the channel in thick weather, when the observations were at least doubtful, he should have been so confident of his position on the morning of the 17th February as to neglect the constant use of the lead in such weather while going up channel. Had this ordinary precaution been taken the probability is that the disaster would have been avoided; but be that as it may, the Court feel compelled to pronounce the master in default for not availing himself of this most useful and necessary aid to navigation. Considering, however, his high character and favourable antecedents, the Court were content to suspend the certificate of Mr. James Brown for three calendar months, dating from the 17th of February, the day on which the vessel was stranded.

T. S. Raffles,
Stipendiary Magistrate.

J. Sceales, C. S. Broome, } Nautical Assessors.

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## "TWEED."

The "Tweed" was a sailing vessel schooner rigged, built of oak at Berwick-upon-Tweed in 1847, and registered at Scarborough, official number 154, of 130·35 tons, owned by George Wray, and others, and employed in the coasting trade.

Twelve hours after taking in a cargo of patent fuel she left Sunderland at 6.30 a.m. on the 13th of April, bound to London, well found and in good condition for the voyage, with a crew of five hands including the master, Mr. James Bruce, who held a mate's certificate of service. The wind was from the north-east with a nice sailing breeze. The ship proceeded on her voyage all well with the wind increasing till 7 or 8 p.m., when they had to reduce sail.

The foretopsail was close reefed, the mainsail double reefed and stowed, and the topgallant sail taken in, the wind continuing to increase, the head of the boom foresail was hauled in to ease her. By 11 p.m. it had increased to a hard gale, which carried away the fore yard in the slings and blew away the foretopsail. The vessel continued on her course labouring and shipping seas, the pumps being constantly attended to every two hours, but making no water of consequence.

About midnight (the master in his statement says about 2 a.m.), a heavy sea struck the vessel on her port side and carried away the caboose and side lights, smashing the skylight and starboard bulwarks, also damaging the boat. She was then hove to on the port tack under her boom foresail, with the head hauled in until daylight, the skylight was also promptly secured by battening new canvas over it, which prevented the water getting down. From this time she began to make water and the pump was kept constantly going, but the water gained on them. About 7 a.m. they sounded and found 5 feet water in her. The heavy weather continued accompanied with snow, when at about 11 a.m. it cleared somewhat and enabled them to make the Dudgeon Light-vessel, bearing south-south-west about three or four miles, upon which they bore away for Grimsby, with the ensign flying in the rigging as a signal of distress. Shortly after a smack spoke them, three of the crew were taken on board the smack, and five of the smack's men put on board with the master and mate, who remained by the schooner, which was taken in tow by the smack and proceeded towards Grimsby with the pumps

constantly going and the water gaining on them. After towing her about an hour the master of the smack, observing that the schooner was visibly settling in the water, ordered his men to return on board and the tow line to be cut, the master and the mate proceeding to the smack with them, abandoning the schooner, which then had 7 feet water in her, and in an hour afterwards she went down in 10 fathoms of water.

One man was injured but no lives were lost.

*Judgment.*

After a due consideration of the evidence in this case, the Court unanimously find that the foundering of the schooner "Tweed" was caused by the unusual violence of the weather on the night of the 13th, and morning of the 14th April last, by which so many disasters occurred in the same locality and not from any default on the part of the master or bad condition of the vessel, which appears to have been a good ship and well kept up, and it has great pleasure in giving the master, James Bruce, credit for doing everything that was in his power for the safety of the vessel and lives under his charge in the perilous circumstance in which he was placed.

GEO. R. BOOTH, J.P.
A. G. MCKENZIE, J.P.
EDWARD HIGHT, G. TREFUSIS HOLT, } Nautical Assessors.

## "UNION," (S.S.)

The Justices respectfully report that the vessel in question was engaged by Captain Hicks and Mr. Peter Harley to proceed to Crail to assist in salvage operations at the steamer "J. J." stranded on the Carr Rock; that the ship, previous to leaving Dundee for this purpose, had, through some accident, sunk near the harbour thereof, and had undergone some repairs at the hands of Mr. Thompson, shipbuilder, Dundee, but that the repairs she so received were in his opinion inadequate to enable her to go to sea; that the vessel, previous to the sinking at the harbour of Dundee, had been employed in the River Tay; that the "Union" proceeded in the beginning of April to fulfil her engagement come to with Captain Hicks and Mr. Harley, and during her voyage from Dundee to Crail the pump had to be kept going from time to time all the way; that the "Union" was employed on the duty for which she was engaged for eight or nine weeks; but upon one occasion, while proceeding to Crail with part of the salvage, she was navigated so carelessly that she struck the bottom three times, and that the master declined, although remonstrated with, to keep her off the shore; that the weather was thick at the time; that on another occasion, in entering the harbour of Crail, the master of the vessel failed to take the right channel, and got upon the rocks behind the pier; that the lights at the harbour during this part of the year were not being exhibited; that the vessel was got off, and next day was surveyed by Messrs. Dorg and Bowman, who ordered certain repairs; that those repairs were executed, that the vessel, with the sanction of the surveyors, was allowed to proceed from Crail to Dundee, the contract of service being cancelled; that the "Union" proceeded on her voyage from Crail to Dundee on the 27th May, that on the voyage she made water; that after she passed through the channel between the Carr Rock and the land, the crew found a want of steam through a want of fire; that she was brought to anchor opposite Kingsbarns till the fires were cleaned out; that on getting up steam again to resume the voyage she was found to be making more water, the leak increasing so much that they kept her along the shore, steering for St. Andrew's; that during this time, and when opposite Boarhills, the water increased so much as to put out the fires; that they let go the anchor, taking the boat on shore with a rope, which they fastened to a spike in the rock; that they afterwards hauled her in by the winch as far as she could go, and that the crew, three in number, afterwards left her, proceeding to St. Andrew's in the small boat.

The Justices are of opinion, first, that the vessel was not fit for the service for which she was employed, from the condition of her hull and machinery.

Second, that in consequence of the persons in charge not being sailors, the master and owner being an engineer, she was not navigated with the skill and care necessary for her safety, or for the due protection of either life or property.

CHARLES EDWARD, J.P.
ROBERT MCGAROUN, J.P.
GEO. BURNETT, Nautical Assessor.

## "UNITY."

The "Unity" was of brigantine rig, built at St. Stephens, in the province of New Brunswick, in 1835, and registered at Cork on the 19th August 1852, official number 8,340, of 126 tons register, and the sole property of Denis Whelan.

She sailed from Porthcawl, in Glamorganshire, about 9 o'clock in the morning of Saturday, 4th September last, in command of John Foley, and consigned to Mr. Abraham Sutton, of Cork, with a cargo consisting of 184 tons of coal. She had a crew, including the master, of six hands all told. She is represented to have been in good order and condition when she left Porthcawl, only making about 2½ inches of water per hour. The weather was, on leaving, fine, but cloudy. Her voyage down the Bristol Channel was retarded by the deadness of the wind. Nothing remarkable occurred until about 3 o'clock in the afternoon of Monday, the 6th September, when, after the pump had once sucked, it was found that rather an unusual quantity of water was coming in. The mate was then called by the master, and the two pumps the ship had were set going. At first these pumps kept the water under, but towards half-past seven o'clock they were not able to conquer it, for then it was ascertained that she had about five feet in her, the pumps going all through. At this time the vessel stood with her head towards Milford, to which it had been turned some hours previously in the expectation that she could be taken there for refuge, but wind and tide were against her, when it was found that five feet of water was in the hold. The crew being exhausted from pumping, the master saw there was no further hope of saving the vessel, and he told the men to get the boat ready and to take to her. This was about a quarter to 8 o'clock in the evening. After leaving the vessel the master and crew held to her in the hope that a steamer might be fallen in with that would tow her to Milford. This expectation was not fulfilled and after waiting about the ship until about 11 o'clock that night, the crew finally left her and rowed to Milford, which they reached next morning. They did not see the vessel absolutely founder, but as the sea was washing the deck when they left, their belief is that she foundered soon after her final abandonment.

The cause of the foundering was attributed to the sudden and unexpected starting of a plank somewhere under the master's cabin. As already stated, the vessel was only making two inches and a half of water per hour when she had left Porthcawl, and evidence was given that about 12 months ago a sum of 150*l.* had been expended in her repairs, and that, to quote a witness's words, she was then "in splendid condition." It further appeared that she was purchased in 1852 for 400*l.*; that in 1855 her present owner laid out on her 550*l.*, rendering her almost a new ship; that in 1862 a further sum of 270*l.* was laid out on her. It was proved she was insured for 300*l.* since 1855; that sum has been paid for her loss, but the owner has deposed that the sum did not cover her value within 200*l.*, and that in addition he lost her freight which was uninsured.

As evidence of her seaworthy condition and of his confidence in the vessel, the master stated he had carried his two sons in her. It was also stated that her cargo on her last voyage was below the usual average.

*Judgment.*

On consideration of the entire case, we find, according to the best of our belief and judgment,—

(1.) That the "Unity" foundered on the 6th September 1875, having sprung a-leak on her voyage from Porthcawl to Cork.

(2.) That the master and crew made every reasonable exertion to save the ship, and did not abandon her until the case was hopeless.

(3.) As to the cause of the leak to which we have referred, we are of opinion no evidence was adduced, nor was there any evidence before us to show that its existence was known to the owner, master or any of the crew before leaving Porthcawl, or that it could be known by anybody; the evidence, such as it was, went to establish the contrary.

We cannot close our report without recommending to the Board of Trade that coasting vessels like the "Unity" should undergo periodical surveys, and that the masters of such vessels should be subject to a rudimentary examina-

tion in navigation, and for which it would be essential they should obtain certificates.

DAVID A. NAGLE, Mayor.
WM. LUMLEY PERRIER, J.P.
JOHN B. WARREN,
Nautical Assessor.

## "UZELLA."

The "Uzella" was a wooden schooner, official number 21,013, of 95 tons register, built at Charlestown, in the county of Cornwall, in 1839, and was owned by Joseph Davis Lelean, of Mevagissey. She was commanded by John Solomon, who does not hold any certificate. This vessel left Harburg, on the 25th day of September last, with a crew of five hands all told, and a cargo of 120 tons of salt, bound for the Tyne. All went well until the morning of the 27th, when they experienced a very heavy north-west gale with a high sea. At 6 a.m. the vessel was hove to under a double-reefed mainsail only, the pumps were carefully attended to, and it is stated that the vessel was making very little water. At 6 p.m., the gale having moderated, sail was again made, and the vessel proceeded on her course. Nothing further of importance occurred until 4 a.m. of the 29th, when they discovered that the vessel was rapidly making water. All hands were immediately sent to the pumps but, notwithstanding all their efforts, the water rapidly increased, and in a short time the pumps became choked with salt. The after hatches were then taken off, and the crew set to bale with buckets; but the water in the hold still gained upon them, washing amongst the salt, causing it to settle over to port, which gave the ship a heavy list.

At 11 a.m. a strange sail was observed, a signal of distress was made, and shortly afterwards the stranger, which proved to be the German barque "Theresa," bound for Rangoon, came within hail, and was requested to remain by the "Uzella," which they did until 3 p.m. At that time there was five feet of water in the schooner, and as the weather was still bad, and had a very threatening appearance, the master decided upon abandoning his vessel at once. Their boat was then hoisted out, and they all got in her, and proceeded to the "Theresa," and shortly after lost sight of their own vessel in a squall, and nothing more was seen of her. They remained on board the German vessel until the 14th of October; they were then transferred to a fishing smack, and landed on Selsea Bill on the same date.

The Court having carefully considered the evidence adduced, find that the "Uzella" was in a seaworthy condition on leaving Harburg, and that the leak which broke out on the morning of the 29th September was occasioned by stress of weather or a peril of the sea, but there is no evidence to show where the leak was situated.

The Court is further of opinion that the master, Mr. John Solomon, used all the means in his power to keep his vessel afloat, but finding that his efforts and those of his crew were useless, and that the water was rapidly gaining upon them, consider that no blame can be attached to him for abandoning her at the time he did.

JOHN W. PEARD, J.P.
E. J. TREFFRY, J.P.
JOHN S. CASTLE,
Nautical Assessor.

## "VANGUARD," (S.S.), and "HELLECHINA AMELIA."

The "Vanguard," a screw steamer ship, was built of iron at Willington Quay, Newcastle, in the year 1872. She was schooner-rigged, of 904 $\frac{74}{100}$ tons gross and 566 $\frac{52}{100}$ register, and belonged to Mr. Richard Corfield Bucknall, James Loyd Bucknall, and Henry Corfield Bucknall, of 22, Crutched Friars, in the city of London, merchants. She was commanded by Mr. Matthew Garson, who holds a certificate of competency as master, and manned by a crew of 22 hands all told.

The "Hellechina Amelia" was a schooner of 143 tons register, and belonged to Messrs. R. G. Vanderback and Son, of Holland. She was built of wood, and commanded by Mr. Abel Nicolas Redeker, and manned by a crew of six hands all told. At the time of the casualty she was on a voyage from St. Petersburg to London, with a cargo of barley.

The "Vanguard" left London on the afternoon of the 4th of August last, on a voyage to Newcastle with a cargo of iron ore. She was in good condition and well found. About 10.15 p.m. she was heading about N.E., and close to the Swin Middle Lightship, which was on her starboard hand. The night was dark, but the atmosphere clear, a flood tide was running at the rate of 2½ to 3 knots an hour and there was a fresh breeze from the N.E., the "Vanguard" was steaming head to wind, making between four and five knots an hour. The master and chief mate were on the bridge, and an able seaman was on the look-out on the topgallant forecastle.

Just before arriving at the Swin Middle Lightship a vessel's red light was sighted on the steamer's starboard bow to the E.N. eastward of the lightship distant about three-quarters of a mile. The "Vanguard" was kept close to the lightship on the western side; and while passing it at a distance of about two ships' length, the "Vanguard's" whistle was sounded; the approaching vessel's course was still kept, notwithstanding the signal; the master of the "Vanguard" ordered the engines to be stopped and "full speed astern," at the same time ordering the helm to be put to starboard; these orders were promptly executed, and within two or three minutes the starboard bow of the steamer struck the schooner on the port side, nearly abreast of the mainmast. The chief officer immediately ran to the bows, and seeing the danger of the schooner sinking ordered the steamer to go ahead, and she went ahead easy which kept her on the schooner's side, thereby enabling the crew of six hands to escape with safety over the bows of the steamer. The master of the steamer then went forward, and, finding the schooner to be in a sinking conditon, ordered the "Vanguard's" engines astern, and then lowered a boat to see what assistance could be rendered, but before the boat could get to her she went down, being about 8 or 10 minutes after she was struck.

The case on the part of the schooner the "Hellechina Amelia" was that at about 10 p.m. she was heading W. by N. and distant about one mile from the Swin Middle Lightship when the starboard (green) and mast-head lights of a steamer were sighted on the port bow, distant about one mile, and upon the same bearing as the lightship; that the schooner kept her course, and in a very few minutes all three of the steamer's lights were seen, the steamer approaching her stem on, and within one minute afterwards striking the schooner as before described.

The master of the "Vanguard" stated to the Court that his reasons for departing from the sailing rules by starboarding was necessary, in order to avoid greater and more immediate danger, for with a fresh north-easterly wind blowing, a spring flood tide running, and the engines going astern, had he ported, his vessel would have run into and damaged the lightship; he also stated that when his steam whistle was blown, he expected the master of the schooner (who admitted he heard the whistle) would have ported, the schooner, however, kept her course.

The Court upon a careful consideration of the evidence was of opinion that the "Vanguard" was alone to blame for the collision, but taking into consideration the extreme difficulty in which Captain Garson was placed from his close proximity to the light-vessel on the one hand, and the schooner on the other, did not consider this quite a case in which he should be punished by the suspension of his certificate, and returned it to him accordingly.

J. H. PATTESON,
Stipendiary Magistrate.
HENRY KNOX,
JOHN S. CASTLE, } Nautical Assessors.

## "VESPER," (S.S.)

The "Vesper," official number 52,569, was a screw steamer built of iron at Dundee, in the county of Forfar, in the year 1866, her gross tonnage being 478·45 tons, net tonnage 380·72, nominal power horse 60. She was owned by Benjamin R. Huntley, and others, and commanded by Jacob Tolsen, who holds no certificate, having a crew of 16 all told, and left Glasgow on the 11th day of January 1876, laden with 600 tons of coal, and bound to Dunkirk. At 2.30 a.m. of the 12th instant she passed the Clock Light, wind S.W. and raining. At 11.30 of the 12th Corsewell Light was abeam, breeze fresh from the N.N.W. All went well until 2.50 a.m. of Thursday morning the 13th instant, when Rockabill Light was abeam, asserted to be some nine miles distant. Directly after this Lambey Island was visible, also the Red Harbour Lights of Howth, estimated at between six and nine miles off. At 4.30 a.m. Kish

Light was abeam. Course since midnight S. ¾ W. by bridge compass, which the master had found correct magnetic, between half-past 4 and 5 a.m. the ship appears to have struck the ground. The ship's log gives the hour as 5 a.m., but this is refuted by the whole of the evidence. The helm was at once ordered to starboard by the master, who at this moment came up the companion from his cabin, and the engines were kept going at full speed ahead, in the hope of taking her off the bank; this, after half an hour's trial on an ebb tide proved unsuccessful. Signals were made by a flare up and paraffin, but were not replied to. About 5 the engines were stopped, and at 6 a.m. an attempt made to lower two of the boats, which failed, owing to the broken water, and the motion of the ship, which was bumping considerably. At 6.10 low water, engines going astern, but without any result. The starboard lifeboat was at this time successfully lowered. On the flood tide making the ship struck very heavily (engines working astern), and at 8 she was found to be holed in the vicinity of the engine-room, and immediately afterwards she commenced to break in two. The crew left soon after 8.30, and landed at "Killaney," near Dublin. No lives were lost. The Court deems the "Vesper" to have been lost owing to the absence of every sailor like precaution.

The master, instead of verifying his position as he approached the dangerous shoal known as the Kish Bank, over which the tide ebbs and flows with great force, neglected to take any bearings, or to use his lead, in fact the lead was never even on deck throughout the night of the disaster.

Had a cast been obtained when off Rockabill Light at 2.50 a.m., it would have shown him that he was far inshore of his estimated distance.

Subsequently Howth Harbour Light became visible, its colour, red, being even distinguishable, followed by the Bailey Light shortly before 3. At 3 a.m. the Kish Light was seen off the bridge some nine to ten miles distant, bearing about a point off the starboard bow, nevertheless no attempt was made to take cross bearings, or to sound, and the ship was allowed to proceed at full speed to destruction, steering S. ¾ W. The result was a good steamer thrown away on a well lit coast, with the master in bed, owing to his not having given directions to be called on the Kish Light being seen. The chief officer was also strangely remiss of the first rudiments of a sailor's duty, he being in charge of the middle watch when the light on the shoal was seen by himself.

*Judgment.*

The Court after a careful consideration of the evidence in this case, as well as the master's statement, is unanimously of opinion that the screw steamer "Vesper" was lost through carelessness on the part of her master, Jacob Tolsen, in not taking ordinary precautions whilst approaching a dangerous locality, and for having neglected to use the lead throughout the night of the 12th January instant. The Court also severely reprimands the master for being instrumental in causing the log to be altered as to distances from the lights, he having done so after the vessel was lost. The Court cannot too strongly condemn the conduct of Alexander Vipond, the chief officer, who, at the master's request, erased and altered the figures in the ship's log, and this with the clear intention of misleading the Court as to the distance the ship was off the land.

For the above default on the part of Jacob Tolsen, the Court do order and adjudge that the said Jacob Tolsen do pay to the Board of Trade the sum of 5*l.* towards the expenses of this inquiry. A heavier sum would have been enforced had he not lost his property in the ship, and had he held a certificate the Court would have suspended it.

WILLIAM J. YOUNG, J.P.
EBEN. SEP. JOBSON, J.P.
B. G. W. NICOLAS, R. WILSON, } Nautical Assessors

## "VICKSBURG," (S.S.)

The "Vicksburg" was an iron screw steamer belonging to Liverpool, official number 65,942, and owned by the Mississippi and Dominion Line Company, of Liverpool. She was built at Dumbarton in 1872, of 1,597 tons registered, brig rigged, had seven boats, four of which were lifeboats, and was commanded by Mr. William L. Bennett, who held a certificate of competency (extra) as master, No. 89,036.

She left Quebec on the 27th of May last with a crew of 61 hands all told, 28 passengers, and a full general cargo of grain, deals, &c., and 92 head of cattle. All proceeded well, and nothing particular happened until the 30th May, when they encountered some field ice which they successfully cleared on the morning of the 31st. The speed at this time is stated to have been 10 knots or thereabouts, the vessel being under steam and canvas, and the weather being fine with a fresh breeze from N.W. About 9.30 p.m. ice was again sighted ahead and on both bows, when sail was taken in and the engines were slowed to half speed, and this ice was also cleared in safety. About 10.30 p.m. they went ahead again full speed; and soon after, while the men were on the foreyard furling the foresail, more ice was reported ahead and the vessel was stopped. After clearing this ice they went on ahead again, when about 11.45 p.m. more ice was seen right ahead, distant about half a mile. The engines were stopped again for a quarter of an hour. She then went on again about half speed, and in about five minutes she struck a piece of ice right end on lifting her bow up about four feet and heeling the vessel a little over to starboard. The engines were at once stopped and reversed, and soon after she struck heavily aft under her port quarter, making a large hole above the water line, which however was successfully stopped with the aid of spare sails, &c., but not until she had flooded her steerage and shipped a large quantity of water. This blow also broke the propeller, utterly disabling it, and rendering the engines useless except for the purpose of working the pumps. Sail was now made on the vessel and she seemed to have been well under command, making about five or six knots, when about 6 a.m. on the 1st June she struck a piece of ice heavily on the port bow abreast of the forerigging, making a large hole through her side about the water line. The vessel was now hove to, and sail was taken in, and on sounding the forward well five feet of water were found, and the engine-room at the same time was filling fast. Captain Bennett then gave orders to get the boats out, six of which, including the four lifeboats, had already been provisioned about 3 a.m. ready for lowering, and everyone was mustered on the bridge deck, when he told them he had no hopes of saving the vessel, and they would have to take to the boats, and that St. John's bore N.W., distant 120 miles, for which port he urged them to shape their course. Orders were then given to lower the boats. In the act of lowering No 1 lifeboat the after fall either parted or got adrift, the boat going down by the run and filling with water, and the foremost fall had to be cut to save her. Five persons were in this boat as she drifted away from the vessel full of water. No. 3 boat was successfully lowered, and 12 persons, including three passengers, were saved in her. As the vessel sank about 6.30 a.m. No. 2 boat floated off her chocks with the first officer and six or seven persons in her. After the vessel foundered a fourth boat was seen clear of the wreck with 25 or 30 persons in her, but she was soon lost sight of. After remaining near the scene of disaster for half an hour, trying, without success, to rescue some of the people who were floating about, Nos. 2 and 3 ran to the southward, and in two hours were clear of the ice. The first officer's boat, which was No. 2, after two or three hours was seen to capsize, and although No. 3 boat was only a quarter of mile off she could render no assistance. No. 1 boat was subsequently picked up in about 54 hours after by a St. John's fishing vessel, and they were taken into that port. No. 3 boat was picked up after five days by the "State of Georgia," and its passengers were taken to New York. Out of a total of 89 souls only 17 were saved.

The Court had no doubt upon the evidence before it that the "Vicksburg" was a good ship, in excellent order, and well equipped. When at 10.30 p.m. on the 31st of May ice was reported on both bows and ahead, the Court was of opinion that the master should have hove to till daylight. Such a proceeding would have been in strict accordance with the very proper printed instructions of the company with which their commanders and officers were furnished, and copies of which were handed in to the Court. Had this course been adopted in all probability the catastrophe which subsequently occurred would not have happened. When the disaster took place it would seem from the evidence that there was a want of due preparation on the part of the officers and crew in the arrangements for manning the boats. Printed forms for this purpose had been prepared by the company, copies of which were handed in, but beyond mustering the crew in the River Mersey previous to her starting on her outward voyage, and giving each man a badge with the number of his boat, no further steps were taken during the voyage to practise the men at their boat and fire stations, and the result was that at the time of the disaster considerable difficulty occurred in manning and lowering the boats, and certainly some of the men did not know their places in

the respective boats. The Court was strongly of opinion, looking at the fact that there were seven boats attached to this vessel, four of which were lifeboats calculated to hold at least 120 persons, that had the instructions of the company been perfectly carried out as intended, and had the boats been lowered earlier, every life on board might have been saved. The Court could only account for this delay on the supposition that the master was naturally reluctant to abandon his vessel so long as the slightest hope remained of saving her.

The Court had only further to observe that in its opinion there was no foundation for the implied charge of intoxication which was insinuated in the evidence of one witness against Mr. Laybourne, first officer of the ship.

T. S. Raffles,
Stipendiary Magistrate.
Henry Knox, Chas. E. Pryce, } Nautical Assessors.

## "VIRGIN."

The "Virgin" was a schooner-rigged vessel of 86 tons register, built of wood at Bideford in 1863, and was owned by Owen Roberts, and others, of Carnarvon. She sailed from Carnarvon on the 11th November 1875, bound to Newcastle, with a cargo of 153 tons of slate, under the command of John Thomas, who has no certificate, and had a crew of five hands all told. She appears to have been in good order and well found, and experienced variable weather from the date of sailing until she put into Hollesley Bay, under stress of weather on the 5th day of December, at 9 p.m., where she was brought to with the port anchor, and 30 fathoms chain; sails were furled, and an anchor watch set. At 10 p.m. the port chain parted near the 15 fathoms shackle. All hands were called, and the starboard bow anchor let go, and 45 fathoms cable paid out. The stream anchor was afterwards bent to the port chain, and the anchor made ready for letting go. During the night the gale increased, and wind and sea came out from the eastward, causing the vessel to ride heavily, and at 6 a.m. she was found to be dragging her anchor. The wind being favourable to lead off shore on the port tack, preparations were made for slipping the chain, and mainsail was set reefed, also the fore and aft foresail, staysail, and boom jib. The helm was put hard a-port, and chain slacked, but the vessel refused to pay off, and canted upon the wrong tack, with her head to the northward, and driving in shore; soon after she struck the ground, and was driven in shore by the sea. The crew were safely landed by the assistance of the Rocket Brigade. The vessel was afterwards found to be making very little water, and after discharging about 20 tons of cargo, was towed off the shore, and eventually taken to Harwich, where she now remains.

*Judgment.*

After careful consideration of the evidence given in this inquiry, the Court acquits the master, Mr. John Thomas, of all blame for the stranding of his vessel, the "Virgin," in Hollesley Bay.

Fred. G. Doughty, J.P.
J. F. Purcell FitzGerald, J.P.
John Steele,
Nautical Assessor.

## "VULTURE," (S.S.)

The "Vulture" is a screw steamship built of iron at Sunderland in the year 1855. Her registered tonnage is 345 tons, she is owned by John Viret Gooch and registered at the Port of London, her official number being No. 12,765.

The "Vulture" left Rouen, in water ballast, bound for Cardiff on the 15th January last with a crew of 17 hands all told, under the command of George Caine, who holds a mate's certificate of service.

The Lizard was made about 11 o'clock on Sunday morning the 16th January and Hartland Light passed at 9 p.m. of the same day. Up to this time the course steered had been N.E. by E. ½ E., it was now altered to E.N.E., which course was continued for two hours. The vessel's speed, which was maintained until she struck, was 8½ knots, or a little more, the weather was hazy. The log, which had been set off Hartland Point at 9 p.m., was hauled at 11 and showed a distance of 16 miles. The master then supposed Morte Point, which was not seen at all, to bear south, distant four miles, and he directed the ship to be kept E. by S. ½ S., her general course upon many previous voyages between Rouen and Cardiff. At this time the tide was ebbing and the weather was still hazy. A cast of the lead made at 2 o'clock a.m. gave 10 fathoms, a second 10 minutes later showed a little less than 10 fathoms, and a third made half an hour later three fathoms. Thereupon the master ordered the helm to be put to port and the ship's head was brought to S.S.E. At that moment she grounded upon what was afterwards found to be the western end of the Nash Sands. Her engines were promptly reversed and put to full speed astern, but without effect. The vessel remained on the sandbank about three hours, she began to float between 5 and 6 o'clock, the engines were set to work but she struck heavily two or three times and the mainshaft broke. Her canvas was set and she was got off the sandbank about a quarter past 7 o'clock. Near Barry she fell in with a tug and was towed into Cardiff, where she now lies undergoing repairs.

The Court was of opinion that when the vessel passed Morte Point she was at a greater distance from it than the master supposed, and that hence arose the disaster. At the same time, assuming as he had good reasons to do that when he passed Hartland Light he was within four miles of it, the course he steered and the state of the tide would have given him reasonable grounds for believing that he was not more than four miles distant from Morte Point. Had that been so the course he steered would have been a proper one. After running for three hours the two first soundings then taken would have indicated that he was on a proper course, but considering the thickness of the weather, and his failing to see any light, it would have been prudent not to have allowed so large an interval as half an hour to elapse before the third cast was taken. Had more prudence been observed in that respect he would have been warned of his danger and would have been able to avoid the casualty which befel his vessel.

The master was at his post and appears to have otherwise acted properly, and while the Court cautioned him to be more careful in the use of the lead in such weather as prevailed on this occasion it did not feel warranted in pronouncing him in default and therefore returned him his certificate.

R. O. Jones,
Stipendiary Magistrate.
John Steele, Henry Knox, } Nautical Assessors.

## "WANSBECK," (S.S.), and "EXPRESS."

This was a case of collision between the above-named vessels by which the "Express" foundered with the loss of one life.

The "Wansbeck," an iron screw steamship of 405 tons register, was built at Low Walker, in the county of Northumberland, in the year 1857, and belonged to the General Steam Navigation Company, of Lombard Street, in the city of London. At the time of the casualty she was on a voyage from Newcastle to London with a general cargo. Her crew consisted of 22 hands all told, and she was commanded by Mr. Thomas Baker, who holds a certificate of competency as master.

The "Express" was a smack built of wood at Aldeburgh, in Suffolk, in the year 1859, of 57 tons register, and owned by Mr. Thomas Patterson Fisher, of the Circus, Greenwich, Kent. She had a crew of 11 hands, including the master, Mr. John Atkinson, and was on her passage from the North Sea with a catch of fish for London. According to the evidence of the crew of the "Express" it appeared that about 5.30 p.m. of the 9th of March instant that smack was in the south-west reach near the Maplin Light, which bore S.W. by W., distant one mile and a half; that the weather was clear, and the wind fresh from the S.W.; that she was carrying a single-reefed mainsail, foresail, and third jib, and the tide being nearly low water; that she was hove to on the port tack, preparing to anchor, and the crew were employed in getting the anchor and cable ready. She was heading to the W.N.W., with her foresheet to windward, and her helm hard a-lee, so that she forereached very little; while so situated the steamer "Wansbeck" was seen approaching on her way to London, bearing from the smack about N.E., distant half a mile, and under a starboard helm, whereupon the helm of the smack was put up, and the foresheet let draw, so as to give more room for the steamer to pass astern, but before the sails were full, or

the smack had gathered way, the steamer shifted her helm to port, and ran into the smack amidships, sinking her in a few minutes; seven of the crew of the smack escaped on board the steamer, leaving four hands in the sinking vessel. As soon as the collision had taken place the steamer lowered two boats, and rendered all possible aid in picking up these four, three of whom were alive, the fourth was dead, having been struck by the smack's boat as she sank; those of the crew saved were kindly treated on board the steamer, and subsequently landed at Greenwich. On the part of the steamer "Wansbeck," it was stated that that vessel was at the time of the casualty in charge of the first mate, Mr. James Thomas Castles, who holds a master's certificate of service; that she was steering a S.W. by S. course, the mate and boatswain were on the bridge, and the master below; that there had been a look-out on the forecastle, but that he had left his post to get his tea, and the boatswain looked out from the bridge; the weather was described as being so clear that the smack could have been seen five or six miles off, but was not noticed till within a distance of one mile; that she was then about four or five points on the steamer's port bow, and hove to; that the steamer kept on her S.W. by S. course until near the smack, and then ported so as to pass ahead of her, which, as the steamer's crew assert, they would have done safely had not the smack's sails then filled and prevented the manœuvre; that when it was seen that a collision was inevitable the order was given to stop the engines and reverse, and in one minute afterwards the casualty occurred.

Although there was some little discrepancy in the evidence between the parties, it was agreed that the weather was so clear that the look-out on board each vessel might have seen the other five or six miles off, but that neither did so till within half a mile or a mile, so that there could not have been a proper look-out in either vessel. Had the steamer kept a proper look-out she would have had ample time to have shaped a course so as to have gone either ahead or astern of the smack that was lying to; this look-out was evidently neglected. The evidence of the master of a steam tug that was lying at anchor in close proximity to the casualty, was that he saw the steamer when very near the smack proceeding with her head to port, under a starboard helm, and that soon afterwards he saw her head going to starboard under a port helm, hence the casualty.

The Court, having carefully weighed the evidence, could come to no other conclusion than that this unfortunate collision was caused by the want of a proper look-out being kept on board the steamer "Wansbeck" at the time that vessel was in charge of the first mate, Mr. James Thomas Castles. They therefore adjudged that for this default his certificate of service be suspended for six calendar months from this day.

J. H. Patteson,
Stipendiary Magistrate.

Geo. H. Forster, } Nautical Assessors.
John S. Castle, }

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## "WATERLOO."

The "Waterloo" was a wooden brigantine of 101·16 tons register, built at Bideford, in the county of Devon, in the year 1816. Mr. Robert Jeffords, of the city of Cork, purchased her in 1867; he is the sole owner, and was in command of her at the time of the disaster, though he holds no certificate of competence or of service.

The "Waterloo" left Whitegate Roads, Cork Harbour, in the evening of November 4th, 1875, in good condition, having two pumps worked with a fly wheel, and with which a short spell each watch could pump her dry. In other respects also she appears to have been well found. Her crew consisted of five all told, with the captain's wife and one son as passengers. The cargo consisted of about 120 tons of barley and oats, well and carefully stowed. This cargo does not appear to have been at all excessive, as she then only drew 10 ft. fore, 11 ft. 6 in. aft. The weather at the time of starting was fine, moderate, and clear, with a breeze from the W.N.W., and land was observed that evening about Youghal, and a course E.S.E. shaped. Nothing was seen till November 5th, at about 9 p.m., the weather at this time being foggy, the wind S.W., ship steering E.S.E., going about five knots. A light was then seen through the fog, and supposed to have been Lundy Island Light; the course was altered to S.E. by E., then to E.S.E., and kept so till 10 p.m. At this time her head was put to the N.W. on account of the fog. Two bright lights, which the mate states were taken for the "Nash" Lights, were seen, but which the captain states were not at all taken by him for the "Nash" Lights, but the Bideford Lights.

It was now thick, with a strong wind, so sail was shortened. At about midnight the course was altered to E.S.E., then E. by S. and to east. At about 1.30 a.m., November 6th, breakers were heard. Attempts were made to wear the ship, but she took the ground and bumped heavily, the tide at the time being half ebb, and the ship was found to be in 1½ fathoms water. Sail was shortened, and the pumps manned, which kept her free. There were not on board any of the regulation appliances to make signals of distress. Indeed, the captain appears to have no fears for himself or crew in that way. A light was put in the fore rigging. The boat was got out, but soon swamped alongside. At about 4 a.m. the water commenced to rise in the ship, so the pumping was stopped. At daylight the ship was round to be on the Bar of Appledore, and becoming a wreck. It was now clearly found that the light first seen must have been Hartland Light, and not the upper light on Lundy Island; and the two bright lights, the Bideford Lights, and not the Nash Lights.

I must observe that there is a discrepancy between the evidence of the master and the mate as to the lights; that is, the mate states the two bright lights were taken to be "Nash" Lights, but, as stated by the captain, they were taken to be the Bideford Lights. There is also a discrepancy as to the courses steered and given. The master seems to be a steady, sharp, intelligent man. The mate rather an illiterate man, and admittedly had not had much experience of this course.

At about 7 o'clock a.m. the Appledore lifeboat came off and took all the people out of the vessel, and landed them safely.

The ship's log and papers were lost.

Weighing all the evidence, and giving the case the fullest consideration, I have arrived at the following conclusion.

*Judgment.*

I find that the brigantine "Waterloo," although 59 years old, was in a fit and proper state to proceed on and accomplish this voyage.

That the master was also the sole owner, and was not insured, and that by this disaster he loses in the value of his ship, and his freight about 400*l*. I find that he was properly careful, diligent, and attentive to the navigation of his ship up to the time of his mistaking Lundy Island Light for the Hartland Point Light. That having had but a short glimpse of the light, he was too hasty in his conclusion, and but too evidently was mistaken; and this mistake, amounting to a grave error of judgment, led him to act rashly and inconsiderately thenceforward; and to this grave error of judgment is to be attributed the loss of his ship, and the loss of the greater part of his cargo.

Fortunately no life was lost. I find that after the vessel struck the captain was cool and collected, and that he and his crew did their utmost to save the ship and cargo.

I would take leave to notice that the conduct of the Appledore lifeboat crew, in promptly rescuing them from their perilous situation, and although no signals were exhibited to indicate danger, deserves commendation.

J. S. Macleod,
Stipendiary Magistrate.
Ed. White, Nautical Assessor.

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## "WELLINGTON."

The "Wellington" was a barque, built of wood at North Shields in 1855, and she was owned by Mr. James Wait and others of that place. and was registered of 393 tons. She was commanded by Mr. John Wilson, who held a certificate of competency, which was lost in the ship. Having loaded a full cargo of molasses at Alexandria in Egypt, she sailed thence on the 4th October last, bound to Falmouth or Queenstown for orders, at the time of sailing her draught of water being 17 feet forward and 17 feet 4 inches aft. She was manned by a crew of 12 hands all told. Nothing of importance occurred until about 4 a.m. on the 23rd November, when the Sacratif Light on the Spanish Coast bore N.N.E., distant about 15 miles. At this time there was a moderate breeze at E.S.E., the weather was hazy, and the vessel was steered W. at a speed of about seven knots per hour. Soon after the weather became thick and rainy, so that distant objects could not be seen. At noon the vessel was still at the same speed, but the course was then altered to W. ½ S. At 4 p.m. the weather had become very thick, and no land had been seen since 4 a.m., the speed of the vessel being still about seven knots. During the latter part of the day a brig was seen

at intervals through the haze, steering the same course as the "Wellington." At 6 p.m. the foretopgallant sail and mainsail were taken in, and the course was altered to W. by S. About 6.30 p.m. all hands were called to bring the ship to wind and shorten sail, as the master considered he must be near Gibraltar, although neither the land nor any lights could be seen; but before the master's intentions could be carried out, the vessel struck on the beach to the eastward of Gibraltar, and swung with her head to the N.E., and the sea made a clean breach over her, so that the longboat was stove, and the other two boats knocked from the skids on to the quarter deck. While the hands were attempting to get these boats out, there was an alarm that the vessel seen astern was about to run into them. The crew of the "Wellington" hailed the brig, which proved to be the Greek vessel "San Antonio," but her crew either did not hear or did not understand the hail, for she came on direct for the "Wellington," striking her on the starboard side, and nearly cutting her in two. After the collision the Greeks jumped on the after part of the "Wellington," and in half an hour their vessel was a total wreck. By this time the topmast of the "Wellington" had gone, and there were signs of her parting in two, whereupon her crew took refuge in the foretop, but in a very short time she parted, and the men were washed out of the top. The chief mate, boatswain, one A.B., and one O.S. reached the shore on planks. The master and seven other hands unfortunately were drowned. The master's dead body was indentified by the mate. The Greeks lost the captain and two hands, and saved nine hands.

The "Wellington" appears to have been solely navigated by her master, so that he being lost there is a dearth of information as to his reasons for navigating his vessel as he did. It, however, would appear that the courses steered should have taken her clear of Europa Point at Gibraltar, and the reason why she was allowed to run from 4 a.m. to 6.30 p.m., a distance of 103 miles, without seeing land or light, when the whole distance from Cape Sacratif to Europa Point, Gibraltar, is only 97 miles, can only be accounted for on the supposition that the master expected his vessel was meeting a current that would retard her two or three knots per hour. At certain times such a current might reasonably have been expected, but with an easterly wind, and the vessel being near the Spanish shore, this current should not have been relied upon. The master, according to the evidence of the owner, was a highly respectable and careful young man, but he was probably not well acquainted with these changeable currents, and he unfortunately paid for his want of experience with his life.

T. S. Raffles,
Stipendiary Magistrate.
Geo. H. Forster, } Nautical Assessors.
Willm. Curling, }

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## "WESTERN EMPIRE."

The "Western Empire," official number 42,750, was a ship built of wood, at Quebec, in 1862, her dimensions being 198 feet long, 38 feet wide, and 22$\frac{9}{10}$ deep; there was a poop and topgallant forecastle, and house on the fore part of the deck. She was owned by George Cairns, of London, and five other persons, and was registered at London as of 1,245 tons.

This vessel being at Pensacola, in the United States of America, under the command of Walter Hobbs, her master, took in a full cargo of pitch-pine timber; there was also a deck cargo, consisting of one tier and a half of pitch-pine logs; these logs were stowed from the topgallant forecastle bulkhead on each side of the hatchways, and ran under the poop to within 20 feet of the rudder head; on this row of timber was a second row, extending from the middle of the vessel to the poop. This deck load was secured with shores amidships, and there were also chains and wedges. The upper part of the timbers were within six inches of the mainrail. The vessel had two iron pumps, worked on one shaft, with flywheels, and the timber came within two inches of the handles that worked these flywheels. When the cargo was all on board the draught of water (as stated in the official log) was 21 feet forward, and 21 feet 6 inches aft.

After the vessel had been laden, but before she went to sea, Walter Hobbs, her master, died, and was succeeded by David Bertie, the chief mate (who holds a master's certificate of competency, No. 01,159), and John William Constable, the second mate (who holds a chief mate's certificate of competency), became chief mate. With these officers and a crew, all told, of 24 hands, this vessel sailed from Pensacola, bound to Grimsby, in England, on the 10th of September 1875.

During the first three days the weather was fine, and the vessel made very little water. On the 13th, at 4 p.m., the wind began to freshen from the north-eastward, and the small sails were taken in. At midnight the vessel, being under double topsails, foresails, jib, foretopmast staysail, and foremast staysail, with an increasing breeze, began to make water, so that she required pumping every two hours, for 15 minutes. During the night the wind increased, and sail was reduced; the leak increased with the wind, so that after 4 a.m. of the 14th she never sucked. At 7 a.m. she was hove to on the port tack, under lower main, topsail and mizen staysail. At 8 a.m. there was six feet of water in the hold, and she lurched heavily, and made much water, so that at 10 a.m., during a strong wind, she lay over on her starboard side, until the lee mainrail was in the water; in about 15 minutes she partly righted, but the covering board remained under water, the vessel having taken a heavy list to starboard, and had in her hold 10 feet of water. The witnesses state that it blew a hurricane, and that there was a tremendous cross-sea. They are, however, positive that the vessel carried her lower main topsail through it, and that she never at any time, then or after, shipped anything more than a spray to windward. The covering board being under water, a large quantity of water washed in from to leeward, lifting the deck cargo, loosing the shores and wedges, so that some few logs got adrift; four or five short ones were thrown overboard, and one log that stopped the working of the pumps was cut, and soon after another that had got loose and stopped the pumps had to be removed. Before the timber had got loose there was only room enough for two men to work on each side at the pump handles. Afterwards it was dangerous for the men to stand to leeward amongst the moving logs of timber, so that only the two men in the weather side remained at the pump handles. The remainder of the crew stood on the timber, and assisted the pumping by ropes attached to the handles. All hands remained at the pumps during the 13th, but the water gained in the hold; the pumps, however, appeared to have worked well.

At 4 p.m. the lower foretopsail and foretopmast staysail were set, and the vessel put before the wind, to run back to Pensacola. On the 15th the ship "City of Liverpool" offered assistance; that is to say, would have received the crew, but although the "Western Empire" had 20 feet water in her, the master, supported by the greater part of the crew, considered it possible to take the ship into port; the offer of assistance was therefore declined. At 4 p.m. on the 17th the vessel became unmanageable, and took a strong list to starboard. The masts were then cut away, when the vessel righted a little; both anchors were then let go, so as to make a drag and keep the ship's head to sea while the boats were got out. At this time the upper deck was three inches under water, and the deck cargo working adrift. At 5 a.m. on the 18th, being then in about latitude 28° 53′ N., longitude 87° 54′ W., Pensacola distant about 120 miles, the master and crew abandoned the vessel, embarking in the two boats. Subsequently they all went into the longboat; this boat proceeded under sail until the 19th, when being in the breakers near the small island of St. Vincent, near Florida, she was capsized by the sea, and all the crew, 24 in number, were thrown into the water. Of this number only 17 reached the island alive, the other 7 being unfortunately drowned. The 17 men that landed on St. Vincent subsequently arrived in England in safety.

In considering the circumstances connected with this case, the questions are—

1st. As to the conduct of the master in abandoning the ship.

2nd. As to the state of the ship that had to be abandoned.

3rd. As to the loss of life that occurred.

As regards the conduct of the master, as he only took command of the ship when she was on the point of sailing, his responsibility can only commence from that time; and so soon as the gale commenced he appears to have acted in a judicious manner, doing all he could for the safety of the ship and cargo, and he did not abandon his vessel while a plank of her remained above the water, and must therefore be considered fully justified in abandoning her when he did. As regards the state of the ship that was abandoned, this vessel, although a Quebec ship, built in 1862, is believed to have been a good vessel, considering her age and class; and had she been laden without the deck load, there would have been every probability of her accomplishing her intended voyage. There is no information before the Court, by bill of lading or otherwise, to show the quantity of cargo on deck or below, but whatever the

quantity may have been, it was enough to cause her to leak very much, so soon as she came into a breeze of wind.

When this vessel sailed from Pensacola there was every probability of her having to contend with the equinoctial gales, and in our opinion the deck load of pitch-pine timber rendered her unfit to do so.

As to the loss of life, judging by subsequent events, it would have been safer had the "Western Empire" been abandoned on the 15th of September, when the "City of Liverpool" rendered assistance; the wind, however, being fair and moderating, and the greater part of the crew agreeing with the captain, that they thought it possible to take the ship back to the port, distant 120 miles, the master must therefore be considered justified in refusing the proffered assistance. The upsetting of the longboat, and the drowning of the seven men, must be considered an accident of the sea, and cannot be considered a default of the master or any of the crew.

*Judgment.*

The Court having carefully considered the evidence in this case, as well as the statement made on behalf of the master, is of opinion that Captain David Bertie was fully justified in abandoning his ship.

As regards the unfortunate loss of life that subsequently occurred by the upsetting of the longboat, the Court is of opinion that it is to be attributed to an accident of the sea, and not to any default on the part of the master or crew.

The Court has therefore much pleasure in returning Captain David Bertie his certificate.

JOHN J. HUNTER, J.P.
JOHN BURRELL, J.P.
EDWARD HIGHT, QEO. H. FORSTER, } Nautical Assessors.

## "WILD WAVE."

The "Wild Wave" was a schooner-rigged vessel of 98 tons register, built of fir, at Prince Edward Island, in 1863, owned by Mr. John Candlish, of Sunderland. She sailed from Seaham with a strong wind from the northward on the 11th day of November 1875, with a cargo of about 50,000 dozen bottles, bound to London, under the command of Mr. Thomas Raw, and had a crew of five hands all told, and was in good order and well found. On reaching Hasborough, on the 13th November, the wind came round to the south-east, and the vessel bore up for the Humber, where she remained until the morning of Friday, the 19th November, when she proceeded on her voyage. At 4 p.m. the same day a heavy gale from the north struck the vessel, and all her fore and aft sails were taken in, and she was run under her foretopsail, which had subsequently to be reefed. Between 5 and 6 o'clock p.m. the master, who had been below since about 6 p.m. of the previous evening, inquired of the mate what course he was steering, and being told it was south-east by south directed him not to keep her to outside, or the eastward of south-south-east, or south by east, if possible, as she would go too far to sea. The mate consequently altered the course to south-south-east, which course was kept until Cromer was made, bearing south-east, and an east by south course was made to get her off clear of Cromer Rock Buoy; and after 9 p.m. a south-south-east course was kept up the Wold. At 10 p.m. the captain asked the mate if he could get out of Hasborough Gat, who said he thought she would not do it; and the course was then altered to bear up for the Cockle Lightship, with the intention of entering Yarmouth Roads, and proceeding for the East Ness. The schooner, however, in endeavouring to enter the Cockle Gat struck the stem of the Cockle Lightship with her port quarter, and passed on, but her head came into the westward. She would not answer her helm, and became unmanageable, and after touching on Caister Shoal she went straight to the beach at Caister, an attempt to pay her off by setting the forestaysail being frustrated by its being blown to pieces.

This occurred about 11 p.m., the wind then having a force of 10, that is a whole gale from north, with rain. The master went on deck directly the schooner struck the lightship, but was washed overboard within about an hour of the ship going to the beach, and was drowned. The masts then fell, carrying with them the mate and two seamen, who were rescued by coast guardsmen and beachmen; but the boy, who appears to have been jammed under the windlass by the heavy seas, although brought on shore alive, shortly after died. The vessel became a total wreck. It would appear from the evidence, that whilst the schooner lay in the Humber the master went on shore in her boat on Tuesday, and again on Wednesday, the 16th and 17th November, being accompanied by Henry Cooper, one of the seamen; and that on Wednesday night about 10 o'clock, on proceeding to the pier to return to the vessel, the schooner's boat, which had been left in charge of John Elliot, the other seaman, and the boy, had returned to the ship, and the captain consequently remained on shore during the night, and did not return to his ship until just before dark on Thursday evening, not being able to get off earlier on account of weather and tide. On reaching his vessel the captain appears to have gone to his cabin, and, except on one occasion, never to have shown himself on deck until the schooner struck the lightship at 11 o'clock the next night. The mate stated that the captain complained of bodily illness, and he (the mate) believed he had had some drink. Cooper stated the captain was sober, and was very ill, through being left on shore on Wednesday night, and getting very wet. John Elliot, the other able seaman, stated that when the captain went on board on Thursday evening he complained of being ill, and went straight below, and appeared to him to have been drinking, and he did not see him on deck again until the schooner struck the lightship.

Elliot was of opinion that the schooner's rudder was damaged by the mooring chain of the lightship getting between the stern post and rudder; and Mr. White, the master of the Cockle Lightship, who was called before us, was of the same opinion.

*Judgment.*

We are of opinion that the "Wild Wave" was lost in consequence of her course having been improperly altered in pursuance of a direction of the master, Thomas Raw, deceased, from south-east by south to south-south-east, between 5 and 6 p.m. on the 19th day of November 1875, whereby she was brought too near the land, and was consequently obliged to try to come through Yarmouth Roads by the Cockle Gat, instead of going outside Hasborough Sands; and in attempting which she fouled the Cockle Lightship, and, we believe, damaged her rudder by contact with the lightship's mooring chain, and would not then answer her helm, and became unmanageable, and after striking the Caister Shoal drove on to the beach at Caister, and became a total wreck, only three of the crew escaping with their lives, the master having been washed overboard and drowned, and the boy having died shortly after being brought on shore.

With reference to the fact of the captain having kept below almost entirely from about 6 p.m. on Thursday evening until 11 p.m. on Friday night, when the schooner struck the lightship, it does not appear clear from the evidence whether it was caused by his illness, or from his being under the influence of drink. The evidence as to his being under the influence of drink is somewhat conflicting; and the captain having been drowned we are unable to come to a decisive opinion upon that point.

We are of opinion that no blame attached to the owner of the vessel, and that she was well found and equipped in every respect.

HENRY TEASDEL, J.P.
CHAS. WOOLVERTON, J.P.
H. BRAND,
Nautical Assessor.

## "WILLIAM NELSON."

The "William Nelson" was a brigantine-rigged vessel, built of wood, at Prince Edward Island, in 1865. Her official number was 51,922, and she was 177$\frac{44}{100}$ tons register, and she was owned by Mr. James Oakes and Mr. Thomas Williamson, of Dundalk. She sailed from Irvine in Scotland on the 20th day of October 1875, with a cargo of 318 tons of coal, bound to Dundalk, under the command of Mr. Owen Jones, who holds a certificate of competency as mate, No. 32,409, and had a crew of six hands all told, and one passenger, the master's wife.

Robert Kelly was mate of the "William Nelson;" he holds no certificate of competency. All hands were in good health on leaving Irvine, and continued so until the unfortunate disaster, when James Hoey, seaman, and the master's wife, lost their lives.

After having been wind and weather bound at Lamlash and Belfast for some days, this vessel finally sailed from the latter place for Dundalk on the 11th ultimo. Nothing connected with her stranding occurred prior to noon the following day, at which time Rockabill bore S.E. three or

four miles; the wind was light and variable, and the weather in all respects fine. Thence she proceeded to make the best of her way to her destination (Dundalk).

About 3 p.m. the pilot jack was hoisted at the fore, and was not hauled down again until after anchoring at 11 p.m. After dusk (5 p.m.) signals were made for a pilot by alternately exhibiting a bright light for four or five minutes, and then concealing it for the same period of time.

No pilot responded. This singal is certainly not in accordance with the Merchant Shipping Act, 1873, but the master, Owen Jones, avers that such a signal displayed off Liverpool would have procured him a pilot without fail.

We would here observe that the master and all on board were strangers to Dundalk. Failing to procure a pilot, the master navigated the vessel himself. At between 10 and 11 p.m., the wind at the time being light from the E.S.E., the night fine, though dark, and the vessel going from one to two knots, the "William Nelson" passed close to the Norwegian brigantine "Firm" (which vessel was riding at single anchor in an excellent berth, about two cables from the outer buoy), and subsequently came to with the port anchor in four and a quarter fathoms, and veered to 30, taking up a berth about three-quarters of a mile inshore of the aforesaid "Firm," thus unhappily neglecting an excellent berth to take up a very dangerous one—dangerous, inasmuch as the tide had only ebbed for one hour (springs), with a "range" of about 12 feet. Attention is here directed to the re-examination of Robert Kelly. We must here state that we are satisfied that the mate of the "Firm" was mistaken in his estimate of the force of the wind and the distance of the "William Nelson's" berth from his. The explanation, to our mind, of this is, that he woke up and went on deck hurriedly on hearing the shouting, and returning to his bunk as soon as he had ascertained that nothing important had occurred.

About half an hour after midnight the weather changed for the worse. At 1 a.m. cable was veered to 40 fathoms.

There was now a strong breeze and considerable sea, and both increased fast, culminating at a later but uncertain hour in a heavy gale and sea. About an hour before low water (that is about 3 a.m.) the vessel struck the ground. She bumped heavily, but made no water to speak of for nearly two hours. About an hour afterwards the starboard anchor was let go, and chain veered to a whole cable on the port, and 50 fathoms on the starboard anchor. At 5 the stern posts tarted, the rudder became unhung, and the vessel speedily filled.

The crew and the only passenger (the master's wife) now took to the rigging. At seven the cables parted. At 9.30 the master's wife, in the act of being removed to a safer position, was washed away, and unhappily lost her life. At 10 the tug took off the survivors, with the exception of the late James Hoey, seaman, who, apparently paralysed by his emotions, could not be rescued.

The vessel became a total wreck. The Norwegian brigantine "Firm" rode out the gale in safety. She slipped her cable and ran into the harbour at high water.

The hours quoted above are approximate only.

There was nothing in the general equipment and condition of the vessel to call for remark by the Court, except that the master was only provided with a general sheet chart to navigate by, but it appears from his own statement that he never applied to his owners for other charts or plans.

The casualty was due to the vessel being anchored in an insufficient depth of water, coupled with the after circumstance of a gale of wind setting into the bay.

The Court are aware that no obligation exists as to the employment of certificated officers in non-passenger carrying coasters. We this day delivered in open Court the following judgment.

In view of the domestic affliction of the master of the late "William Nelson," the duty of the Court is a painful one, but the circumstances attending the stranding and loss of the vessel were such that they have to find Owen Jones, certificated mate, and acting as master of the late "William Nelson," in default, in that he anchored his vessel in such shallow water, that when the tide fell there was but a foot or two under her keel. This, coupled with the circumstance of a heavy gale setting into the bay, caused the loss of the vessel.

The Court must remark that Owen Jones did nothing worthy of note, subsequently to the anchoring of his vessel, to redeem his unseamanlike error in taking up such a dangerous berth. Had Owen Jones been a certificated master, that certificate would have been now suspended by the Court for a certain period, but as he holds only a mate's certificate, the Court decide that he is entitled to a fresh one in lieu of that lost, holding, as they do, that they have no reason to doubt his qualification for that inferior position.

As it is evident that Owen Jones has already suffered considerable pecuniary loss in connection with this casualty, the Court abstain from inflicting a fine. They content themselves with placing on record their disapprobation of his conduct.

HENRY FF. KEOGH,
Stipendiary Magistrate.
JOHN F. LENON, Nautical Assessor.

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## "WILLIAM and JOHN."

The "William and John" is a sailing vessel built at Stralsund, in Prussia, in the year 1854, her name when built being the "Europa." Her official number is 58,607, number and port of registry 16, Yarmouth. She had one deck, two masts, is brig rigged, square stern carvel build, frame-work wood, length from fore part of stem under bowsprit to aft side of head of stern post 115 feet, main breadth to outside of plank 27 feet 4 tenths; depth of hold from tonnage deck to ceiling at midships 16 feet 8 tenths. Tonnage under tonnage deck 320·77; gross tonnage 329·53; registered tonnage, 317·56. Was owned by William Allan, and others, of Yarmouth. She sailed from Cronstadt at 3 p.m. on the 9th October 1875, with a cargo of deals and crome oar, bound to Dover, under the command of Mr. William Pigot, who holds a certificate of competency, and had a crew of 10 hands all told. She drew 15 ft. 2 in. aft and 14 ft. 5 in. forward, and was in good condition and well found.

At 6 p.m. with moderate breeze from N.N.E. and slightly hazy weather, a departure was taken, and course W. by N. ¾ N. steered from abreast of Taboukin Light, until 11 p.m. when Narva Light was made about half a point on the starboard bow. The course was then altered to west until midnight, when Narva Light bore N.N.E., distant about 2¼ miles.

From this position a W. ¼ S. course is said by the mate, W. Spence, to have been steered. Sommais Light was passed distant three miles, about 1.30 a.m., and at about 3.30 a.m. Hogland North Lights were made on the port bow. At 4 a.m. the master relieved the mate who had had the middle watch, and the North Hogland Light was pointed out bearing about S.W. to W., distant about 7½ miles. The wind was at this time moderate but baffling, and the ship having broken off to W.S.W. the yards were taken forward and the W. ¼ S. course made good until about 4.30. This course then appears to have been altered by the master's order to W.S.W. At about 4.40 the ship struck upon Kelly Bank. The after yards were squared, and the helm put hard a-starboard, but she remained fast aground with her head S.W. ¼ W., and Hogland Light bearing S. to E., distant about six miles.

The wind being too far aft for sails to be made effective for backing the vessel off, sails were clewed up and furled.

The jolly boat was then put out and soundings taken round the vessel, showing 12 feet water forward, and 17 feet astern. The large kedge, with 7-inch hawser attached, was then run out astern and taken to the windlass, but failed to move the vessel. The deck cargo was then trimmed aft, and the kedge hawser again hove on, but the anchor coming home it failed to move her. At 6 p.m. the deck cargo was thrown overboard, and at 8 p.m. the hawser was again taken to the windlass, but without effect. Pumps were frequently sounded, but without effect, no water was found in the well. The water was found to be falling on the bank, but the vessel at times, struck the ground heavily; at daylight on Monday, the 10th, signals of distress were hoisted, and at 9 a.m. a steam tug came alongside, and an agreement was made to tow the vessel off for 20*l*. The tow rope was passed on board the tug, but she failed to move the brig. At 11 a.m. 17 inches water was found in the well, and at noon 23 inches; part of the crew attended the pump, while the remainder with six men from a Finland boat commenced at 1 p.m. to discharge cargo from the 'tween deck bow port. This was continued until about 4 p.m. when the tug again tried to tow the vessel off, but failed. At 5 p.m. five feet of water was found in the ship; pumps were worked but the water gained upon them, and at 8 p.m. eight feet water was found in the well. The master now gave up all hopes of any benefit being obtained by pumping, and commenced to pass cabin and other stores on board the Finland boat. The boat and tug laid by the ship all night, and at daylight, on Tuesday the 12th, they commenced stripping ship and passed sails and gear on board Finland boat. On Wednesday, 13th, at 9 a.m. a salvage cutter came alongside, when agreement was entered into between the masters

and salvors for 40 per cent. upon the value of all saved of ship and cargo.

It is unnecessary to trace the subsequent occurrences previous to the final abandonment of the "William and John" to the salvors as they appear in detail in the evidence, but the captain left her finally on the 23rd.

After having a good departure from Sommais Light, which remained visible until within a short period of making the North Hogland Light, seen about 3.20 a.m. on the port bow, and which continued in sight until the ship grounded, the master is in default for the stranding of his vessel.

It was his duty to have consulted his chart which would have shown the danger of the course steered after 4 a.m. when, according to the master's statement the Hoglana Lights bore S.S.W.

These lights should have been kept on a W. by S. bearing from the time they were first visible until within three miles of Hogland, any deviation from such precaution being fraught with danger.

The Court are further of opinion that had a heavier anchor been run out astern and energetic steps been taken to lighten the vessel by throwing cargo overboard, there was ample time with the force at command to have got the vessel afloat before she commenced to leak at 11 a.m. on Monday morning.

The captain has produced testimonials of previous high character, and in admeasuring the punishment this has been allowed to have every proper weight; as, however, the default of the master appears to the Nautical Assessors and myself a grave one, and one for which there is little or no defence, it has been thought right to adjudge that the certificate of Mr. William Pigot be suspended for the space of 12 calendar months. Such suspension to be calculated as if commencing from the date of the disaster, October 10th, 1875.

T. H. Travis,
Police Magistrate.

John Steele,
G. Trefusis Holt, } Nautical Assessors.

## "X.L."

The "X.L.," official number 4,846, was a schooner built at Goole in 1848. She was owned by John Bannister, and others, of Goole, at which place she was registered as of 73 tons.

This vessel having laden a cargo of coal, and having a crew of four hands, including Henry Marshall her master, who holds no certificate, sailed from Goole on the 29th November bound for Gravesend. Nothing of importance occurred until about 6 a.m. of the 5th December, when the vessel being off Winterton on the port tack, heading south-east, with the wind strong at east-north-east, under single-reefed sails, with a snowstorm which had been raging for 12 hours, carried away the stayforesail. At about 7.30 a.m. the inner jib sheet carried away, at about 10 a.m. the outer jib stay carried away, so that the vessel having no head sail came up into the wind, and in a few minutes drifted on to the beach, which was close under the lee. The sea at once ran over the vessel, carrying away bulwarks and chain plates, and the main topmast went over the side. At this time there were a number of persons on the beach, distant about 150 yards from the wreck. The rocket apparatus was promptly on the spot, and in about one hour communication was established between the vessel and the shore. As soon as the apparatus was established to the upper part of the foremast, the mate was hauled on shore, followed by the master, leaving the other two men in the vessel. The mate states he tried all in his power to induce them to avail themselves of the rocket apparatus, but either through panic or intense cold they could not be induced to make any effort. The master and mate therefore left them in the vessel. Mr. Hume, a magistrate who was present, states that the sea ran so high over the vessel that the master and mate could not render assistance to the men who were left behind, whilst the chief officer of coast-guard, who managed the rocket line, states that in his opinion the master and mate could, without much danger to themselves, have assisted these two men up the rigging, and into the apparatus; be that as it may, they were left to their fate. The coastguard appear to have tried all in their power to induce the men to go aloft, and when they saw that they could not be saved by the rocket apparatus, they sent for the lifeboat, distant three miles, but within half an hour after the order was given for the lifeboat the men were washed away, and so the lifeboat which would have taken one hour to be brought to the sand would have been useless if brought, and was therefore countermanded.

In considering the causes connected with this case, two questions arise: first, as to the stranding of the vessel; second, as to the loss of life. As regards the first, this vessel had experienced a heavy storm of wind and snow for the previous 12 hours, and was carrying a heavy press of sail to keep her clear of the land which was very close, so that when the accident happened to the jib stay, there being no room, the vessel was at once ashore on the beach.

With regard to the second question, the coastguard having seen the rocket apparatus fixed, and in working order, had no doubt as to the possibility of saving the whole of the crew, and therefore did not consider it requisite to have the lifeboat brought to that part of the beach, and had the men who unfortunately lost their lives used the ready means at hand, there was nothing to have called for the services of the lifeboat, so that when it was seen that the men could not be saved by the rocket apparatus, there was not time to bring down the lifeboat.

*Judgment.*

The Court having carefully considered the evidence in this case, are unanimously of opinion that the schooner "X.L." was wrecked through the perils of the sea, and not from any fault on the part of her master.

As regards the two men who were lost, the Court considers that they failed to avail themselves of the rocket apparatus either through panic or exhaustion. Little energy appears to have been shown on the part of either the master or mate in attempting to assist the men in reaching the apparatus, but it is to be remembered the master and mate were both very much exhausted when brought on shore, and the fact may be accounted for accordingly.

Garson Blake, J.P.
Saml. Waters Spelman, J.P.

Geo. H. Forster,
Thos. Beasley, } Nautical Assessors.

## "YEMBO," (S.S.)

The "Yembo" was an iron screw steamer, brig-rigged, built at Sunderland in the year 1875; her gross tonnage was 1,655 tons, and her registered tonnage 1,062 tons; she had engines of 160 horse power, and was owned by Mr. David G. Pinkney, and others, of Sunderland. She sailed from Sunderland, bound to Savona, in Italy, on the 4th of August 1875, with a cargo of about 2,000 tons of coals, under the command of Mr. Thomas Colling, who holds a certificate of competency, and a crew of 27 hands all told. she had a North Sea pilot on board on leaving Sunderland, who was discharged when passing through the Downs at 6 a.m., on Friday the 6th. The vessel's course was continued down channel; and when passing between the South Foreland and Dungeness, note was made that the compasses appeared correct on a W.S.W. course. The light-vessel on Royal Sovereign Shoal and Beachy Head were passed in due course; the latter at about 2.30 p.m. on same day (Friday 6th), weather fine, but moderately hazy. From abreast of Beachy Head a course W. by N. by pole compass was steered until 9 a.m. on Saturday 7th. The weather at this time and also during the night, according to the evidence, was fine, but slightly hazy. No land was in sight, nor had any lights been seen during the night. The chief mate, who had the morning watch, had the master called at 7 a.m., and made a request that the vessel might be headed to the northward, to sight the Start Point. This the master declined, and at 9 a.m. altered the course to S.W., and at 10 a.m. to S.W. by W. At 2 p.m. the weather became thick, the engines were reduced to dead slow, and thus continued, with the exception of a short interval about 4 p.m., when the fog lifted, and the engines were put at full speed, and the course S.W. by W. continued until 8 p.m., when the vessel was stopped and a cast of the lead taken, showing 55 fathoms, bottom sand and shells. Speed was again resumed at dead slow, and the course changed to W.S.W. At midnight ship was again stopped, and a sounding taken at 57 fathoms, sand and shells, followed by engines at dead slow, with course W.S.W. till 4 a.m. The mate, who, according to the evidence, had been on deck since the previous noon, had since midnight seen indications of the close proximity to the land, and soon after 2 a.m. requested the master to haul out till daylight, and appears to have received for answer from the master that he would go half speed at daylight. Soon after 4 a.m. land was seen through the fog by the mate, who ordered the helm hard a-port; but before the ship could answer her helm, she struck and hung upon a rock, and in a very

short time filled with water, and slewing round went down foremost. But previous to this the boats had all been got out and provisioned, and the crew safely on board them, and under the guidance of two Frenchman, who had appeared on the land near and received into the boats, were landed at Ushant.

The Court feel surprised that the patent log, which had been in use until the pilot left the ship, was not set when passing Beachy Head; and, that having failed in this precaution, the master should not have thought it necessary to sight the Start Point or other headland before steering to the southward, and taken more frequent casts of the lead when crossing the channel in a dense fog on a course that led so near Ushant.

*Judgment.*

After carefully considering the evidence given on this inquiry, and the master's statement, the Court is of opinion that ordinary precaution was not used in the navigation of the vessel after the North Sea pilot left the ship, and therefore find the master, Mr. Thomas Colling, in default for the loss of the new screw steamer "Yembo," on the Isle of Ushant; but, taking into consideration his previous high character, suspend his certificate for the term of twelve calendar months from this day, and the same is hereby suspended accordingly.

JOHN NICHOLSON, J.P.
J. N. WILSON, J.P.
JOHN STEELE, JAS. F. PROWSE, } Nautical Assessors.

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## "YOUNG ENGLAND."

The "Young England" was a barque-rigged vessel, built of wood at King's Lynn in 1853. Her register tonnage was 391, and she was owned by Mr. John Trattles, and others, of Middlesboro'. In October 1874 she received extensive repairs under survey, had new copper, and was continued A 1 for four years in American Lloyd's. She sailed from Middlesboro' on the 16th July 1875, bound to Stockholm with a cargo of railway iron and coals, under the command of Mr. Richard Brown, who held a certificate of competency, which was lost with the vessel; the number of this certificate was stated to be 32,003; and she had a crew of 11 hands all told. She arrived in Stockholm on the 1st of August 1875 without anything noteworthy occurring on the passage; and after discharging her inward cargo, took on board 92 tons of railway iron as ballast, and sailed on the 28th August, bound to Weigen, where she arrived on the 3rd or 4th of September. At Weigen she loaded 179 standard of deals above the 92 tons of iron, and sailed on on the 22nd September with the same crew on board bound for London. After clearing the Cattegat heavy weather was experienced; and when off Hallo Light, the master, finding his vessel unable to beat off a lee shore, bore up for one of the numerous anchorages under his lee. When in smooth water he received a Government pilot on board, who recommended him to take King's Haven. This was agreed upon, and the vessel proceeded for that anchorage, and when inside both anchors were let go, but before the vessel could be brought up she grounded upon the rock, where she remained until backed off by a heavy press of canvas. This grounding caused the vessel to leak considerably, and gave rise to a remonstrance from the crew that it was necessary for something to be done before they again proceeded to sea. The master applied to Her Majesty's Consul at Lisykil, who ordered the master of a Danish and also the master of a Norwegian vessel to hold a survey upon the "Young England." The certified copy of this survey handed to the master was stated by the master in evidence to have been lost in the ship. Its purport he further declared in evidence to have been either that the ship should be discharged and repaired at some convenient port in Sweden, or to ship seven fresh hands for pumping, and proceed to London. The nearest convenient port for repairs being Gottenburg, about 65 miles distant from King's Haven, and there being no tugs at hand capable of towing his vessel thither, he accepted the alternative, and went to Gottenburg, and shipped seven men, giving to each an advance of 30*s*. Only six of these men joined the ship, but the wind being fair, and the crew willing to proceed, he weighed his anchors, and sailed from King's Haven on the 17th October, wind east-north-east, fresh breeze. The well was easily kept free of water; and at noon on the 18th October Heitshall Lighthouse was passed. From noon till 2 p.m. a W. by S. ½ S. course was steered; distance run 16 miles. At 2 p.m. the course was altered to S.W. ½ W. and continued until 2 p.m. on 19th; distance run by log 198 miles. At this time, 2 p.m. on the 19th, the wind came from E.S.E., and blew strong with high sea; the course was altered to S.W. by S. The master stated that this was much to windward of his course upon the chart, but he steered it to counteract the current and heave of the sea. This S.W. by S. course was steered until 4 a.m. on the 20th October, distance run 100 miles, when he sent the second mate aloft to look out for Beverwyk Light on the coast of Holland. This light was not seen; but soon after 4 a.m. the course was altered to W. by N. ½ N., and continued until 9 a.m. when Corton Light-vessel bore by dead reckoning, W. by N., distant 28 miles. The sun and stars are stated to have been obscured from leaving King's Haven. At 9.30 a.m. a cast of the lead, according to the master's statement given in evidence, gave 25 fathoms, dark sandy bottom. This cast, the master added, agreed with his reckoning. The course was continued W. by N., and lead kept going, and at noon they had 20 fathoms sand and shells. At 12.20 p.m. the ship's head was brought to south on port tack to enable the crew to get chain on deck and anchor over the bows. At 2.10 p.m. a north-west course was again steered, and at 2.45 p.m. soundings were got 22 fathoms sand. This cast, as stated by the master, was taken by the mate. At 3.40 p.m. another cast was taken, giving 11 or 12 fathoms. The heavy sea in this and other casts of soundings preventing the true depth being noted, the ship's head, after this cast, was put due north, and about five minutes afterwards the Cockle Light-vessel was seen bearing about W. by S. ½ S. The "Young England" at this time was under two lower topsails, foretopmast staysail, and mizen staysail. The master ordered the foresail and jib to be set to pay her off. The foresail blew away when in the act of setting it, and before the jib could be hoisted she struck the ground heavily more than once, but drifted into deeper water. Both anchors were let go, and chain given. When tending to her anchor a high sea struck her, which swept all three masts out of her, and she parted in three pieces, and one man was washed overboard. The remainder of the crew were on the centre part of the wreck, that portion of the vessel which had extended from the poop to the forecastle. The latter remained with the anchors, the former was swept away, the main or manned part drifted with the tide. Two of the boats had been washed away. The master ordered the one remaining, the longboat, to be put over the side, with a tow line in her to ride by. The boat was safely launched, and the mate, second mate, and ten men got into her, when the painter parted, and the boat drifted from the wreck. An attempt to get back to the ship appears to have failed. The boat was then rowed towards the land, but capsized when she reached the surf, where all, except one man, Jerome Semeriva, a Corsican by birth, were drowned. The master and three men left on the wreck found some dry matches and material in galley, and about 11 p.m. burnt a flare-up, and on the following morning were taken off the wreck by the Caister lifeboat, and landed at Caister. There is much discrepancy with regard to sounding between the statement made in evidence of the seaman James Harrald and the master; but as Harrald had the forenoon watch below, and in giving his evidence failed to favourably impress the Court, the master's statement was allowed to carry the greater weight. The other witnesses examined appeared to the Court to have taken little interest beyond pumping the ship. For this especial duty they stated they were engaged. All spoke highly of the master's attention to his duties. He appears to have only left the deck for short intervals during the passage from King's Haven until she struck.

*Judgment.*

Having carefully considered the evidence given in this inquiry, the Court is of opinion that the stranding of the "Young England" was caused by an error in the master's reckoning, which brought him during a heavy gale in close proximity with the Cockle Light-vessel, when he had expected to make the Corton Light-vessel at a greater distance, and from the misfortune of his sails blowing away when in the act of setting them, which, if set, might have enabled him to escape from his perilous position. On reference to the chart Corton Light-vessel is found to be 11 miles south of the Cockle Light-vessel.

This error in reckoning the Court does not consider excessive, when regard is had to the statement made in evidence that no opportunity for correcting the dead reckoning by observation had been available during the passage from King's Haven. And as the master appears to have been most attentive to his duties, and that the log had been hove every two hours, and the lead frequently used, and a good look-out kept when approaching the English land, the Court adjudge the master of the "Young England," Mr.

Richard Brown, free from blame, and order his certificate lost in the vessel to be renewed and restored to him.

R. D. Barber, Mayor.
Henry Teasdel, J.P.
John Steele, Ed. White, } Nautical Assessors.

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## "ZEST," (S.S.)

The "Zest" was an iron screw steamer of 609 tons registered, built at Dundee in 1870, and was owned by the firm of Messrs. Glynn & Son, of Liverpool. She was commanded by Mr. George Farran, who holds a certificate of competency dated 8th September 1859, and had a crew of 21 hands all told, an extra man shipped at Leghorn, and one male passenger. She was on her homeward voyage to Liverpool with a general cargo of oil, hemp, copper ore, fruit, &c., and left Gibraltar on the 19th July. They passed Cape St. Vincent about 6.30 p.m. on the 20th and shaped their course N. by E. ¼ E. by the after compass, which gave N.N.E. ½ E. by the midship compass; but the master depended on the after compass for the course steered as the midship or wheelhouse compass was not to be relied upon, and there was no standard compass. At 5.30 a.m. on the 21st Cape Espechel bore E. and by S., seven to eight miles, and land, according to the evidence of the boatswain and man at the wheel, from 6 to 8 a.m. was in sight on the starboard bow until they got into the fog, which was about 7.30 a.m., and which had been noticed since daylight looming over the land. It was the chief mate's watch from 4 to 8 a.m., but the morning being clear up to about a quarter to half-past seven no look-out was thought necessary on the forecastle head, but the mate himself was to and fro on the bridge. During part of the watch the passenger was on the bridge talking to him. About 7 a.m. the master was called up by the mate in consequence of the fog coming on, and came up immediately. Shortly afterwards the course was altered by his orders to N. by E., and a fog horn being heard off the port bow, the engines were put to half speed, and the vessel's course altered to N. ½ E. by the midship compass. This course was continued till about 8.10 a.m., when land on the starboard bow was suddenly reported by the second mate, who was on the forecastle head. The master immediately ordered the helm hard a-starboard, but the ship struck before they could get the helm up, and appears to have filled in a few minutes. The boats were got out and the mate and some men were sent ashore when they found they were on the rocks near Cape Raza. No lives were lost and some of the cargo was saved, but the ship became a total wreck.

The Court was of opinion that the master of this vessel was in default in that he steered a course calculated to carry him, as in fact it did, too close to the land, and especially in that, when the fog came so thickly around them, he did not immediately haul his ship considerably more to the westward, clear from all danger. The master in his defence stated that if he had been told of the land, which according to their evidence was seen before the fog came on by the boatswain and Phelan, the man at the wheel from 6 to 8 a.m. (a particularly intelligent and observant witness), he would have avoided the disaster; but the chief mate, from whom the master, on being called up, should have received this information, stated that he lost sight of the land soon after 6 a.m., and did not see it again before the ship struck, and consequently he had nothing to tell the master about it. The Court could not but comment upon this conflicting evidence on the part of the chief mate, and was very much inclined to the opinion that the boatswain and Phelan were the witnesses of truth, and that the chief mate engaged in conversation with the passenger on the bridge, did not keep a proper look-out, or he would have seen what the men saw, and he knew that there was no look-out on the forecastle head. But admitting that the master was uninformed upon this point, the Court still held him in default for not taking, when he came on deck soon after 7 a.m., the safe and prudent course of keeping the ship clear away from the land in such a fog that they could not see the length of the ship, as he must have known that his course would take him very near the land.

The Court therefore suspended his certificate for six calendar months from this date.

T. S. Raffles,
Stipendiary Magistrate.
Edward Hight, R. Ashmore Powell, } Nautical Assessors.

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**APPENDIX TO TABLE 47.—Reports of Courts of Inquiry held in British Possessions abroad, into the causes of Wrecks, Casualties, and Collisions of British Vessels, which were received at the Board of Trade during the Year 1875–6.**

## "AFRICANA."

I am of opinion that the abandonment of the vessel "Africana," (whereof Frederick Jordan, was the late master from Bombay, and bound to New York,) when within sight of this port, was not caused by any wrongful act or default on the part of the master or mates of the said vessel, and that no blame can be attached to them.

A. R. INNES, R.M.

Confirmed.
HENRY BARKLY,
Governor.

## "AJAX," (S.S.), and "MORPETH," (S.S.)

From the evidence before them, the Board consider that the collision could have been avoided had more vigilance been used by the master of the "Ajax," and therefore decide that he is in fault; they exonerate the master of the "Morpeth" from blame.

W. T. ALLAN, Chairman.
HERBERT CROSS, Member.
ROBT. B. WALLACE, Member.

## "ALBATROSS."

We the undersigned have inquired into the cause of the loss of the British barque "Albatross," of Grangemouth, official number 25,860, bound from Moulmein to Falmouth with a full cargo of teak timber. Mr. Thomas Bryson, master, holding a certificate of competency as master from the Port of Greenock, No. 28,088, and after a careful examination find as follows:

We consider that no blame attaches to the master, officers, or crew for the loss of the vessel, which was caused by springing a-leak in bad weather, experienced after leaving Moulmein. Everything appears to have been done that was possible under the circumstances to save the vessel, and if the donkey-engine had not broken down the vessel might probably have reached a port in safety. We have accordingly returned the master's and chief mate's certificates.

D. J. HATCHEN, Captain.
Magistrate and President.
P. A. FOX, Lieut. R.N.R.,
Harbour-master,
&c., &c., &c.
A. EAGLESHAM,
Nautical Assessor.

Confirmed.
WM. F. DRUMOND JERVIS.

## "ALCANDRE" and "GIPPSLANDER."

The Steam Navigation Board having taken into consideration the evidence in connection with the collision between the "Alcandre" (in tow of the "Rescue") and the schooner "Gippslander," which took place on the 4th of August last in Port Phillip Bay, is of opinion that each vessel contributed to the collision, the former by breach of the steering and sailing rules, in not keeping out of the way of the sailing ship, and the latter for breach of Article 18, by not keeping her course.

The Board is of opinion that the breach of these rules has arisen more from error in judgment than default, and return the masters' certificates.

C. B. PAYNE,
Chairman.

## "ALLENDALE."

This inquiry was conducted by the Marine Board, and had reference only to the conduct of the pilot.

The Marine Board is of opinion that no blame is attributable to pilot, William Harris, for the grounding of the barque "Allendale," on the 8th of July last, as they find from recent survey that the channel of the outer bar is not only contracting in width but shoaling up rapidly.

R. H. FERGUSON,
President M. Board.
JOHN FORMBY, Warden,
DANIEL TAPLEY, „
J. W. SMITH, „

## "ANNA."

It will be seen by the evidence that when the "Anna" left Port Louis on her intended voyage on the 22nd September ultimo, bound for Mahanoro and Mananzary (Madagascar), laden with a general cargo which was the property of the owners of the ship, Messrs. Wilson, Swale, & Co., merchants, and shipowners of this place, she was tight, staunch, properly equipped, and fully manned for a vessel of her tonnage, having a master, mate, boatswain, and eight hands, and was not overladen; was a first-class risk for insurance on block or cargo in the Local Offices. She was under the command of Mr. Ernest Perié, who has sailed out of this port as master and mate for three years, he holds a French master's certificate of competency, dated Bordeaux, 4th April 1870. The "Anna" prosecuted her voyage prosperously enough until 8.15 p.m. on the night of the casualty, 35 minutes before the vessel struck, when the master went into his cabin to bed, leaving orders with the mate who was in charge of the watch to put the vessel about at 9 o'clock, or if he saw the land before that hour to call him. There is a slight discrepancy in the evidence of the master and mate, still, as far as the casualty is concerned, it is unimportant.

At noon of this day when the vessel was put about her position was perfectly well known both by dead reckoning and observations; she was close hauled, heading S.W. by W. to S.W. by S., the wind being variable, the vessel heading nearly along the land, and sailing at a speed of from four to six miles per hour, there being no log on board, the exact rate was not properly ascertained. At 8.50 p.m. the man on the look-out reported land in sight, the master was then called and came on deck immediately; the helm was

at once put down, and the vessel went round on the other tack, but before she could gather headway her heel took the ground, and she fell broadside on the shoal, and from the force of the eddy currents again turned round, putting her head to the southward, in which position she grounded and fell over on her bilge with her deck to the sea, which broke over her, and she shortly afterwards became a wreck.

As there was no chance of saving the vessel or any part of the cargo, there being so much surf on at the time, the master and crew abandoned her early next morning by wading on shore. The master and mate in their evidence wished to attribute the loss of the vessel to the stern way she had on her at the time, not being able to haul the yards round when in stays, the braces having become foul; but the Board are of opinion that the real cause of the casualty was that the vessel when stayed was actually too close to the shoal.

Although the crew were in attendance, only the master and mate could be examined, as the remainder were Manilla men, and could not speak any other language than their mother tongue.

The Board consider that Captain Ernest Perié committed a serious error, and did not exercise that skill and judgment becoming a shipmaster, in not having put the vessel about before going to bed and not even taking the precaution of having a cast of the lead, or giving instructions for the mate to do so, knowing as he did that the vessel was close in with the land; if he was so tired from his previous exertions that he could no longer do his duty by remaining on deck, he certainly should have placed the lives and valuable property committed to his charge in safety before going to sleep.

The Board having carefully considered the evidence of the master and mate, and at the same time taking into consideration that both have lost with the wreck the whole of their personal effects, are of opinion that the "Anna" was lost through the default of the master, that he did not exhibit that carefulness which he ought to have shown, and by which the casualty would have been avoided.

We therefore adjudge that he be suspended from commanding or being an officer of any British ship sailing one of the Mauritius or its dependencies for 12 months from this date, subject to the approval of his Excellency the Governor; and that the mate, Mr. William Anderson, be reprimanded and cautioned to be more careful for the future.

This report and decision have been read in open Court in conformity with the Board of Trade Regulations.

John Morgan,
Harbour-Master and President.
John Fraser,
President of the Chamber of Commerce.
George Davidson,
Agent for Lloyd's.
John Pascoe Ellis,
John Cowin,
Marine Surveyors.
Captain A. Laverick,
Ship "Canada."
Captain W. Hunt,
Ship "Latona."

## "ANNIE FLEMING."

It was found from the evidence of the officer of the watch, the helmsman and the carpenter, that while standing to the south-westward under lower fore and main topsails only, with a heavy cross sea, the ship was thrown violently over on her port side, the cargo (rice) shifting at the same time, which gave the ship a permanent list of about 25°. In this position the seas swept the deck, carrying away the forecastle bulkheads and sweeping everything moveable overboard. In this critical position the master deemed it advisable to wear the ship, and throw overboard a portion of the cargo to lighten the vessel.

Having likewise read the written statement of the master, J. T. Pierrepoint, the Court is of opinion that the casualty is due to the violent state of the wind and sea, and not to any default on the part of the captain or crew, and the Court is further of opinion that credit is due to the captain, officers, and crew, for their exertions in rescuing the ship from such a critical position. The certificate of the master is in consequence returned to him.

E. Philpott
Resident Magistrate.
F. Skead,
Assessor.

Confirmed,
Henry Barkly,
Governor.

## "ANNIE S."

The Court, having carefully considered the statements which have been made, is of opinion that the "Annie S." was lost through taking the ground on the 11th instant, while entering the Buffalo River in tow of the steam tug "Buffalo," and not through any fault of the master or mate.

The master's certificate is therefore returned to him, and had the mate's been forthcoming it would also have been delivered to him.

Both members of the Court being resident at East London, and their being in constant attendance at the beach, and having observed all that took place on the afternoon of the 11th instant, feel bound to record their opinion, that if more perfect arrangements had been made or were in use by the port department at East London the "Annie S." would probably have entered the harbour safely.

That sail ought to have been made, and full advantag taken of the fair wind which was blowing. That a pilot ought to have been in charge of the vessel.

That the channel of the river, which is constantly shifting, ought to have been buoyed before the "Annie S." took the bar; and lastly, that the port department ought to have had a tide guage in use, from which the rise of the tide could have been accurately determined.

A. Orpen,
Resident Magistrate.
William H. Townsend,
Nautical Assessor.

Confirmed.
Henry Barkly,
Governor.

## "ARACANA."

From the evidence adduced before us it appears that the ship "Aracana," built at St. John's, New Brunswick, in 1862, left Liverpool for Bombay on the 18th June last, laden with a cargo of coals. After leaving port there was fair weather until the ship rounded the Cape of Good Hope, where she encountered rather rough weather. She however made no water to speak of. On the 22nd October last at noon the ship was in latitude north 12·39, and longitude east 72·30. At 4 o'clock in the afternoon the chief officer reported to the captain that smoke was coming out of the fore hatchway. The captain went forward, but could not discover any smoke. He then went down the fore hatch along the hold, as far as he could get on the coals; even then he did not see any smoke, but detected a peculiar smell, something like coal tar. On coming up the main hatch the captain observed a very light vapour coming up the main hatch ventilator. As the captain had no thermometer he did not test the temperature of the vapour, or of the hold; all the hatches were then battened down, and the captain turned in on that night as usual.

The pumps were worked every four hours during the night, and though the water was tested at 8 o'clock that night nothing unusual was detected.

On the following morning (23rd October), the captain ordered the carpenter to unbatten the main hatch, and on this being done black smoke immediately issued from the hatch. The captain then had the hatch battened down again, and ordered the second officer to get up the new sails, and all the stores. Only a part of the sails and ropes was got up, but nothing else on account of the heat, smoke, and sulphuric smell. The captain then observed smoke coming out of the mast coatings and bow ports. The lifeboat was put over the side and provisioned, and the course of the ship altered to north-east, and shaped for Carwar, the captain's intentions being to ground and

scuttle the ship, and to consult with the authorities at that port.

This course was kept on till 8 o'clock that night, when the main and fore hatches blew up, and the captain then observed what appeared to be a flame of fire reaching halfway up the mainmast for about 30 seconds. After the hatches blew up steam was seen issuing out of the hatches.

The captain walked forward, but could not observe any fire. He then ordered the other boat to be put over the side, and the crew were told to get all their effects and put them in the boats. Everyone left the vessel except the captain and one man. The boats dropped astern, and the ship continued on its course. This was at about 9 o'clock on the night of the 23rd October.

The captain remained on deck all night, and went round every hour, but could not see any fire. At 4 o'clock on the following morning (24th October), the second officer came on deck, and he and the captain went round with a light, but could not see any signs of fire. They both then went down the fore hatch and found that the smoke was not coming out so thickly as during the earlier part of the night. They could not stop below as the smoke and sulphuric smell were too strong, and the heat was very great. At 5 o'clock they both went down on the main deck, and discovered the water boiling in the main pumps, and flames coming out of the main hatch, and noticed that the deck was on fire round the mainmast. The captain then had the wheel of the ship lashed to keep her on her course, and he, the second officer, and the able seaman left the ship for the boats. The fire subsequently increased rapidly, and by 10 o'clock the same morning the ship was in flames from the fore part of the cabin to the stem.

About the same time the mainmast fell into the water. It was of iron, and appeared to be of a white heat. The ship was then abandoned in latitude 14·23 north, longitude 73·10 east. The boats steered for Carwar Harbour, which they reached in safety with all hands at about 5 o'clock on the afternoon of the 25th October.

From the evidence before us, we are of opinion that the cause of the ship's destruction was the ignition of the accumulation of gas evolved from the coals; we do not think that there was spontaneous combustion. Though the weather at the time when the coals were shipped was showery, yet from the chief officer's evidence it would appear that the coals were shipped dry.

The ship moreover was tight, and as she appears to have been pumped regularly every four hours, there could not have been any accumulation of water, so as to wet the coals, and thereby facilitate spontaneons combustion. The hatches were battened down in rough weather, and water entering through the bow ports could not wet the coals as it went below. It appears that all care was taken as to the ventilation of the coals.

There is no evidence before us as to the kind of coal shipped on board, and the description given in the bill of lading is unknown to us. We look upon this as a somewhat important point, as certain seams of coal are well known to be dangerous on account of the quantity of gas they evolve, greater or less under different circumstances; such as being transferred very quickly from the mine to the ship, being shipped wet, &c.

We are of opinion that the vapour or smoke said to have been seen at 4 o'clock on the afternoon of the 22nd October was gas evolved from the coals, and not smoke resulting from spontaneous combustion, and we consider that the captain committed a mistake in having the hatches battened down, for in order to prevent accumulation of gas very free ventilation is required. By battening down the hatches ventilation was impeded, thereby causing the accumulation of gas which resulted in the explosion and ignition which occurred on the following night at 8 o'clock. This mistake is the more unaccountable for Captain Clark states in his evidence that at the time when he had the hatches battened down on the afternoon of the 22nd October, he did not consider the ship was on fire. This was also the opinion of the crew, according to the evidence of the witness Harforth. The impression on board was that there was something wrong, and we are of opinion that an error was committed by the captain turning in as usual on the night of the 22nd October without doing anything further than merely battening down the hatches. His apparent apathy is deserving of some censure, and we trust that the censure which we now pass upon his conduct will make him more careful in future.

The evidence shows that the ship had very poor appliances for extinguishing fire. But we do not agree with the master when he states that the coals could not have been flooded. At any rate he should have made an attempt to do so. During the night of the 22nd, and the day of the 23rd October, a great deal might have been accomplished, the time spent in bringing up sails, &c., would have been better employed in pouring water down amongst the coals, or in partially scuttling the ship, and thus endeavouring to save the whole, rather than part, as at that time the ship was undoubtedly on fire. When the ship was abandoned on the forenoon of the 24th October, she was in flames from the fore part of the cabin to the stem, and the mainmast had fallen over the side. It was then impossible to do anything to save her, and under all the circumstances, we are of opinion that the captain, officers, and crew were justified in abandoning her.

We have censured the captain for having turned in as usual on the night of the 22nd October, his mistakes in having the hatches battened down on the afternoon of that day, and in not attempting to flood the coals, were errors of judgment, which we think arose from inexperience, and do not indicate any wilful neglect of duty on his part. There is nothing blameworthy in the conduct of the officers and crew, who, according to the evidence before us, carried out all instructions given them by the captain.

We cannot conclude this decision without expressing our strong sense of the necessity which exists for compelling shipowners to supply masts and sails for ship's boats. We believe this is compulsory by law in the case of ship's which carry passengers, but not otherwise. From the evidence before us, it appears that the boats of the "Aracana" had neither sails nor masts, and serious consequences might have resulted from the crew having to pull some 55 miles under a tropical sun in the month of October without the aid and shelter from heat which masts and sails would have afforded them.

C. P. Cooper,
Senior Magistrate of Police.
Fred. W. Banner,
Commander of the ship "Monarch."

Confirmed.
P. E. Wodehouse,
Governor.

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## "ASSYRIAN."

It appears from the evidence of the mate, Mr. Pessiam, and that of the carpenter, together with the ship's log-book and the written statement of the master, that the "Assyrian" encountered heavy N.W. gales, with a high sea, from the 9th to the 12th instant, during which the boats were stove in, bulwarks partly washed away, and the rudder badly sprung. By an ingenious contrivance with a length of stream chain the rudder was secured and rendered serviceable, by which the vessel was brought safely into port, a distance of over 300 miles.

The Court finds that this casualty is due to the tempestuous state of the weather, so lately prevalent, and not to the default of either master or crew, much credit being due to Captain John Langsford, and Mr. Pessiam, mate, for the seamanship displayed by them in rendering their broken rudder serviceable, by which the ship was brought under command and into port.

The master's certificate, No. 18,542, is in consequence returned to him.

E. Philpott,
Resident Magistrate.
F. Skead,
Harbour-Master, Assessor.

Confirmed.
Henry Barkly,
Governor.

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## "AURORA."

It appears from the evidence of Harry Berg, leading seaman, that the vessel was bound from East London to Cape Town, and that upon reaching Cape St. Francis a heavy N.W. gale sprung up, which compelled them to bear away for Algoa Bay, and that upon reaching a position 10 miles S.E. from Cape Reciffe three heavy seas broke on board, which caused the vessel to founder just as the boat was launched overboard, into which the crew of three men and the master scrambled, as the vessel went down at 8 p.m. on the 8th September; that they were picked up by the German schooner "Solid," at 9 a.m. on the 9th September, and landed in Algoa Bay the same day.

The master was directed by the Court to hand in a written statement of the loss of his vessel, which he stated he would do; but he disregarded the order, and left the port without doing so. The Court is therefore compelled, in compliance with the request of the Government, to come to a conclusion from the evidence of the leading seaman,—to attribute the loss of the vessel to the heavy gale of wind that blew, and the diminutive size of the vessel which is quite unsuited for the navigation of this proverbially boisterous coast.

The Court is somewhat assisted, in the absence of the formal statement of the master to the Court, by a deposition made by him before the harbour master on his arrival in Port Elizabeth, which is herewith enclosed.

The master held no certificate.

E. Philpott,
Resident Magistrate.
F. Skead, Assessor.

Confirmed.
Henry Barkly,
Governor.

## "BEE," (S.S.)

On the 6th instant the Board held a preliminary inquiry into the circumstances connected with the upsetting and sinking of the cargo steamer "Bee," which took place while she was on her passage from Sydney to Parramatta, on the afternoon of Monday, the 15 ultimo.

The inquiry resulted in Henry Aikin, the master, being charged with default for improperly loading his vessel by taking too much deck cargo, without sufficient stiffening in the hold, thereby causing her to upset. There were no lives lost by the accident, and the steamer has since been recovered. Aikin admitted the charge when it was officially preferred, bnt pleaded that he considered the vessel perfectly safe. The Board suspended his certificate, No. 117, for one month.

Francis Hixson,
President.

## "BELLE."

The Court is of opinion that the brigantine "Belle" was grounded on the morning of the 1st instant, on the sands off the Port Albert Bar, from the over confidence of the master, Mr. Samuel Morrison, whilst navigating his vessel in that vicinity, and from not verifying the character of the light which he made and steered for; but as it appears from the evidence that he was on deck attending to his duty, the Court consider a severe censure will meet the case.

Chas. B. Payne,
Chairman.

## "BEN NEVIS."

The Local Marine Board having inquired into the cause of the loss of the brig "Ben Nevis," of Melbourne, 257 tons register, with the surrounding circumstances, and the evidence of Captain Jones, and one of the seamen, the chief mate being in the hospital and unable to attend, after careful consideration, find that everything was done by the master, officers, and crew to save the vessel, and that her loss was caused by the late disastrous gale which prevailed on this coast on the 30th ultimo. They therefore attach no blame to Captain Jones, his officers, or crew.

D. T. Allan,
Chairman.

## "BERNARD AND ISABEL."

The Board held an inquiry into the circumstances connected with the loss of the ketch "Bernard and Isabel," of 21 tons register, which took place at Kiama on the 2nd instant. The vessel was endeavouring to beat out in ballast during dirty weather from the eastward, and in consequence of missing stays got on shore on the rocks and became a total wreck. The Board decided that no evidence had been adduced on which to found a charge of default against Bernard Gorman, the master of the vessel.

Francis Hixson,
President.

## "BIBSY."

It appears from the evidence of the mate, Wm. Heine, the ship's log-book, and the statement of the master, Mr. Wm. Turner, that about 9 a.m. on the morning of the 16th of September, whilst making for the anchorage in Algoa Bay, the wind being light and variable from the north-westward, the vessel being about 1½ miles off shore, the wind shifted to the eastward, and blew fresh in squalls, accompanied with short cross sea; that the vessel being light she would not stay so as to get her head to the north-eastward; upon which an attempt was made to get her round by club-hauling, but the anchor used for the purpose parted, when the second anchor was let go, and chain veered to 55 fathoms. In about half an hour this anchor also parted, and there being no room to wear the vessel round after canting the wrong way, she was driven upon the rocks, about two cables to the southward of the outer Roman Rock Beacon.

The Court attributes the loss of the "Bibsy" to the sudden change of the wind and the short chopping sea, combined with the almost unmanageable state of the vessel for want of ballast; but as the master appears to have done all that could be done under the circumstances, the Court returns him his certificate, No. 135.

E. Philpott,
Resident Magistrate.
F. Skead, Assessor.

Confirmed.
Henry Barkly,
Governor.

## "BRITISH VICEROY."

The Court is of opinion that the cause of the accident which resulted in the loss of the "British Viceroy," on the 30th of August last, in No. 3 Calcutta moorings, occurred through disobedience of No. 31 of the rules for the guidance of the Harbour-master's Department, and to the unskilful management of that vessel on the part of Mr. Seabrook, the assistant harbour-master in charge.

The rule above quoted lays down that vessels are not to haul to or from moorings in the freshets, except at slack water. This occurs on the first of the ebb tide, and on springs would not last over two hours at most. Rule 28 of the foregoing rules instructs, from the 1st day of June until the 1st of November, all vessels are to be placed in the moorings with their heads to the ebb.

The 30th of August, the day of the accident, was the third day of springs; the ebb made down at 1 p.m.; the vessel did not arrive off moorings until 4 p.m., too late on the tide to go into moorings.

It appears that an attempt was made by Mr. Seabrook to berth the vessel at about 5 o'clock, nearly an hour later on the tide, which had materially increased, and the risk further added to by eddies. The proper course under the circumstances would have been to have moored the vessel in the stream in a clear berth abreast for the night, and to have placed her in the moorings assigned her on the following day at slack water.

The evidence shows that, after running out his hawser, Mr. Seabrook gave orders to heave in chain, which was done until the 15 fathoms shackle was just clear abaft the windlass, when the anchor was well off the ground. Mr. Seabrook proceeded to heave in the slack of the hawser, the bight of which was dragging over a five to six knot tide on the vessel's starboard, which sheered her to starboard, her head passing into the hauling-out space between Nos. 3 and 4 Calcutta moorings. The vessel's side abreast of mizen rigging struck the outer ebb buoy of No. 3 Calcutta moorings; this she passed over, her head rapidly falling off till nearly athwart the tide, when the hawser parted, and she rolled over the ebb buoys of the "Cambay's" and "Adventure's" moorings, and cradled herself between them, over the chains of and athwart hawse of those vessels.

There appears also to have been a want of judgment in not letting go the starboard anchor, and also a want of

promptitude in not veering out cable on the port anchor, when the vessel first sheered to starboard against her helm, instead of heaving in the hawser. We consider, had either or both these been done on the vessel's first sheering to starboard, it would at least have eased the force of the blow with which the "British Viceroy" fell on the ebb buoys of the tier and the chains of the ships "Cambay" and "Adventure," and possibly have saved the vessel from serious injury and from sinking.

F. J. MARSDEN,
President,
Officiating Magistrate of Police.
F. WARDEN,
Officiating Deputy Master Attendant.
J. V. FALLE,
Deputy Conservator of the Port.

*Resolution of the Government of Bengal.*

From the papers submitted by the Court of Inquiry the facts of the case appear to be as follows:—

The "British Viceroy" was an iron ship, of 1,172 tons register, with a cargo of 1,603 tons of salt, from Liverpool, and she entered the Port of Calcutta in tow of a steam tug on the 30th August last. Upon her arrival at Garden Reach at 2 p.m. on that date, she was made over by the pilot to the charge of Mr. W. A. Seabrook, an assistant harbour-master, and the vessel proceeded up the river as far as Koilah Ghât, where she cast off the tug and anchored in the stream at about 4 p.m. The moorings assigned to the vessel were the outer berth of No. 3 Calcutta moorings, and on the day when she reached her station the ebb tide had made at about 1 p.m. or a few minutes after.

Rule 31 of the rules for the guidance of the Harbour-Master's Department lays down that vessels are not to haul to or from moorings in the freshets, except at slack water, and it was the clear duty of the assistant harbour-master not to have attempted to have taken the vessel into moorings at the state in which the tide then was. He should certainly have moored the ship in the stream in a clear berth abreast for the night, and should have placed her in the moorings assigned her on the following day at slack water. But instead of following this course the assistant harbour-master attempted to take the vessel into moorings at about 5 p.m., by which time the tide had not only materially increased, but the risk of then endeavouring to berth a ship had been greatly added to by eddies. It seems that Mr. Seabrook not only disobeyed orders, but that the manner in which he handled the vessel shows a want of judgment and skill, inasmuch as the ship first fouled the mooring buoy No. 3, and then fouled the chains and mooring buoys of two adjacent ships, receiving such injuries that she shortly afterwards sank.

Fortunately no lives were lost, and no further injury was done, except to one of the adjacent vessels, the "Cambay," which had her bowsprit torn out.

The Court of Inquiry have found that the assistant harbour-master was in fault, both for disobedience to the port rules and for unskilful handling of the vessel.

In his defence Mr. Seabrook urges that if the port rules were strictly observed the traffic of the port would be greatly impeded. He also pleads that he had no experience of the particular moorings in question, and that he did not know that the water deepened so suddenly. This latter admission seems to the Lieutenant-Governor to make the case even stronger against Mr. Seabrook, because if he was not familiar with the moorings which had been assigned to the ship, he was entirely without excuse in disobeying the plain rules of the port.

After a due and careful consideration of all the circumstances of the case, the Lieutenant-Governor fully concurs in the conclusion arrived at by the Court of Inquiry, that the ship "British Viceroy" was lost through the non-observance of the port rule No. 31, referred to above, and through the unskilful manner in which the vessel was handled by the assistant harbour-master in charge. His Honour further thinks that the case is one which, in the interests of the public, calls for severe notice. The Lieutenant-Governor accordingly directs that Mr. Assistant Harbour-master W. A. Seabrook be dismissed from his appointment, and His Honour hopes that this decision may act as a warning to all the officers of the Harbour-master's Department, always to pay strict attention to the port rules prescribed for their guidance, and thereby prevent the recurrence of a similar calamity to that under notice.

By order of the Lieutenant-Governor of Bengal.

H. J. REYNOLDS,
Officiating Secretary to the
Government of Bengal.

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## "BRUCE," (S.S.)

The loss and abandonment have been caused by the default of the master, Frederick Jones, through neglecting, while nearing the land in a dense fog, to heave the lead often enough, so as to enable him to determine his true position, and through his continuing the voyage at too great a speed under all the circumstances proved; also, in neglecting the regulations which require that signals should be sounded in such cases, and a moderate speed only adopted.

The vessel at the time should have been wholly under his control, and it was his duty to take care, under the circumstances, that half speed should not have been exceeded.

I have therefore deemed it just that the master's certificate be suspended for a period of 12 calendar months.

The mate, William Cormack, is not free from blame. He received orders to go easy ahead, and these orders were repeated to the engineer. He afterwards, on his own responsibility, in a thick fog, and near the land, ordered the vessel to be sent ahead at full speed.

In so acting he did not exercise that caution necessary under the circumstances. He is therefore culpable, but in a lesser degree than the master, under whose control he was, and who should have looked after his actions at the time. His certificate is therefore suspended for three months.

JOHN BATHGATE,
Justice of the Peace and
Resident Magistrate.

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## "CAIRO."

The "Cairo" was a British built vessel of the burthen of 324 tons, she was built of wood, was 10 years old, and was classed at French Lloyd's as A 1, her owners being Messrs. Vaughan and Co., of Liverpool.

The "Cairo" left New Orleans, United States of America, bound to Cork, for orders. She sailed on the 2nd of February, drawing then about 14½ feet of water aft, and about a few inches less forward, having a cargo of 416 tons, her depth of hold being 12 feet 9 inches.

She had very pleasant weather, nothing of note occurring until the 13th of February, on which day the wind increased and blew strongly from the south. At about 8 o'clock in the evening Carysfort Light on the Florida Coast was sighted, bearing W.N.W., distant about 20 miles, her course, which was then N.N.E., was continued, the captain thinks until about 12 o'clock p.m., she having in that time run about 25 miles, when the course was changed to north, the allowance for the current being about two knots. The "Cairo" ran on this course (the same allowance for current being made) before a strong south wind, with a heavy sea running aft, the entire day, and was so running when she struck heavily, about 9 o'clock in the evening of the 14th instant.

At the time she struck the captain was below, but the second mate was on watch, and a seaman, Robert Highgate, was on the look-out on the forecastle. As soon as she struck the sails were clewed, but because of the heavy sea which broke completely over her, and sent her over on her broadside, the master was obliged at once to direct his men to get the boat out, and they left immediately without saving their clothing or anything; all the books being lost, which rendered it impossible to obtain the result of the captain's observations or dead reckonings during the voyage.

The captain and crew remained that night and the following day in the boat, losing sight of the brigantine, but on the evening of the 15th they met the wrecking schooner "Lady Bannerman," lying at Sandy Cay, and proceeded in her to the wreck. On reaching the scene of disaster they found that the brigantine had been washed over the shoals into deeper water, and was then sunk with her bow down, part of her stern being out of water. She was battered to pieces, everything being washed out of the cabin; and it was found impossible to save anything but a few of the sails and running rigging, and after doing this they left for this port. They learned on arriving at the wreck that the vessel had struck near the Matanilla Reefs, on the Calhoun Bars.

Captain Freeman Rogers, who commanded the "Cairo" at the time of her loss, has sworn that he possessed certificates of competency, having passed the examination of the Trinity House Board, he was however unable to give the

number of his certificate, it having been lost with his other effects in the brigantine.

At the time of the wreck the "Cairo" had a cargo of oil cake and staves on freight, valued at £15,000 which is supposed to be insured. It is not, however, known if the vessel is insured.

*Opinion.*

We are of opinion that the loss of the brigantine "Cairo" is to be attributed to the impossibility of obtaining observations, and also to a strong north-westerly current of the gulf stream, and believe it to have been impossible because of the cloudy weather to discover the breakers before the vessel struck.

We therefore think that neither Captain Rogers nor any of his crew are to blame in the matter and agree with him that he acted wisely in immediately leaving his ship.

T. A. Thompson,
Police Magistrate.
H. Savile,
Sub-Lieut.

## "CAMBRIDGESHIRE."

The "Cambridgeshire," of 1,690$\frac{50}{100}$ tons, belonging to George Marshall, of Philpot Lane, London, iron built, of which Mr. James Hash Marshall was master, Mr. George Gaster, mate, Mr. William J. Loomes, second mate, Mr. John Smith, third mate, and Mr. Edward Leese, fourth; the master, mate, and second mate holding certificates of competency, with a crew of 35 men all told, left the London Docks on the 19th June; his compasses were adjusted at Greenhithe by J. Addkins, of London. She sailed from that place on the 21st, and took her final departure from Scilly bound for Sydney, New South Wales, on the 25th June. Nothing particular occurred during the passage to Cape Otway (Australia). The compasses were found sufficiently correct, and could always be depended upon for giving the ship's position by dead reckoning as verified by the captain's private log, which a comparison between the sights by observation and dead reckoning on several days before making the land verified, showing great care to have been taken in navigating the ship until her arrival in Bass' Straits.

The ship's position at 6 p.m. of the 6th September was Cape Otway, N. $\frac{3}{4}$ W. two miles, from which a course was shaped to sight Curtis Island, it being the master's intention to pass to the southward of Kent's group, but the wind inclining to the eastward of north, the ship would not lay the course through that channel, he therefore decided on passing through Bank's Straits. At 8.30 p.m. Goose Island Light was seen, and a course of north-east was then steered.

At 10 p.m. Goose Island Light bore N.E. about six miles. The helmsman, J. Rasfaldt, states that about 11.30 the master ordered him to alter course to S.E. by E.; high land was distinctly seen on the port beam, and the look-out man, Thomas Deakin, states that he distinctly saw the land, and that he reported Swan Island Light about 20 minutes before the ship struck, and it was about two points on the starboard bow.

The ship's log produced on this investigation was not a correct record of the courses steered of the ship's speed or bearing of lights after noon on that day. The deck log and the charts by which the ship had been navigated were lost, and therefore from having been written up from memory after the wreck cannot be depended on. The master had very little experience of navigating Bank's Straits, having only passed through it once as master of a ship, and although he had the Australian Directory, vol. 1, with directions for Bank's Straits, he did not consult it. The officer of the watch states that he is not aware of any bearing having been taken of Swan Island Light, after it had been reported he did not do so; had that and Goose Island Light been taken at the same time, and the ship's position marked on the chart, her dangerous position would immediately have been discovered, and as the wind was blowing off the land with smooth water, the chances are the fine ship with a valuable cargo would have been saved.

In following out this inquiry I have had occasion to look into the complement of officers and crew of this ship, which is stated in the first paragraph of this statement. I do not hesitate to place on record my conviction and opinion for the information of the Board of Trade and assurance companies that the wreck of this fine ship with so valuable a cargo may in some way be attributed to the way she was under-officered and under-manned; though fitted with steam appliances for lifting heavy weights, they were of small use for working the ship or managing her sails. The master appears to have been a most careful navigator, a good seaman of great experience, and his case is one for serious commiseration, and I further commend to the assurance companies interested in such a heavy loss, if such a large ship as the "Cambridgeshire" should be allowed to sail with the property to the value of between 200,000*l.* and 300,000*l.*, with a crew consisting of master, two competent mates, two non-competent mates; 35 men, consistng of one carpenter, one steward, one cook, one boatswain, one sailmaker, 22 A.B's., three ordinary seamen, one engine-driver, one boy, three apprentices, a number totally inadequate to work the sails of a heavily rigged ship of upwards of 1,700 tons like the "Cambridgeshire."

I therefore report the following opinion, which I have carefully arrived at from the evidence which is attached, That a great want of care and judgment was shown by the master of the "Cambridgeshire" from the time Goose Island Light was seen at 8.30 p.m., when the course was altered to S.E. for passing through Bank's Straits until the ship was wrecked. That he neglected to consult the Australian Directory, of which he states that he had the first volume of that work on board, in which at chapter III. page 152, art. 330, the strength of the tides and their direction, and strength is given. That the ship was kept under a heavy press of sail, with a speed of upwards of 10 knots an hour, while running so near the land in hazy weather with squally, variable winds. That no use was made of the lead at any time during the first watch, or soundings tried for. That bearings of Goose Island and Swan Island lights were not taken when the latter was first seen from 20 minutes to a quarter of an hour before the ship was wrecked, both being distinctly visible at the same time. Had such a precaution been taken, and the position of the ship pricked off on the chart, by such bearings her dangerous position would have been discovered in time with the wind off the land, and comparatively smooth water, to have saved a fine ship with a valuable cargo from total wreck and loss. On these grounds I consider a formal investigation is expedient.

Edw. K. Burnard,
R. Admiral.

*Decision.*

That considering the character of the navigation through Bank's Straits at night, with which it appears that the commander of the "Cambridgeshire" was but little acquainted, it would have been only prudent when the light on Goose Island bore north-east, to have ordered the chief officer and all hands on deck. Under all circumstances, we consider that the ship "Cambridgeshire" has been wrecked from over confidence in the mind of the commander as to his position, and in neglecting those precautions which are usually adopted by seamen when navigating narrow channels, viz. by soundings, by cross bearings of lights, and by calculation of tides and currents.

Taking into account the long service of Captain Marshall, and that he was at his station on the poop, and fully alive to the nature of his responsibility on the night when the ship was wrecked, we consider this error in judgment on his part will be met by the suspension of his certificate for a period of 12 months, and we decide accordingly.

Thomas Mason,
Police Magistrate.
George Gilmore,
Nautical Assessor.

## "CAMEO."

The Marine Board is of opinion that the grounding of the ship "Cameo" on the outer bar of Port Adelaide, on the 17th day of July last, was caused by unavoidable circumstances, and that Mr. Pilot Germein is in no way to blame.

R. H. Ferguson, President.
J. W. Smith, Warden.
John Formby, Warden.
Daniel Tapley, Warden.

## "CEYLON."

It appears from the evidence before the Court that the "Ceylon" encountered a succession of heavy north-westerly gales between the 9th and 11th October, after reaching as far westward as about 70 miles south from Plettenberg

Bay, during which time the seas broke on board and caused the ship to strain and leak excessively, washed overboard galley, longboat, and other moveables, besides breaking the spare spars adrift. In order to clear the ship of water, which had risen to above five feet in the hold, the ship was put before the wind, and again hove-to, when it was found impossible to keep the crew working at the pumps. Under these circumstances the master deemed it advisable, with the mate and carpenter and two of the crew disabled by the wreck of the spars, &c., to make for the nearest port of shelter, reaching Algoa Bay on October 13th, with three feet of water still in the hold. From all the circumstances the Court finds that this casualty is due to the very boisterous state of the weather, and the heavy sea that prevailed along this coast at the time of the mishap, and not to the default of the master or crew, who appear to have worked very creditably for the preservation of both ship and cargo.

The certificate of the master, No. 89,971, is in consequence returned to him.

E. Philpott,
Resident Magistrate.
F. Skead,
Assessor.

Confirmed.
Henry Barkly,
Governor.

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## "CHANCE," "WALLABY," and "PERI."

The Marine Board held a preliminary inquiry, on the 23rd instant, into the circumstances attending the loss of the schooner "Wallaby," 78 tons register, which took place at the Richmond River Heads on the 14th May.

The vessel was timber laden, and was attempting to cross the bar for Sydney, but in consequence of the wind failing her at a critical time, she became unmanageable, and drove on to the North Spit. The Board adjudicated on the case, and came to the conclusion that there was no evidence to found a charge against David Humphreys, the master of the vessel. The Board also investigated the circumstances attending the loss of the "Peri," a fore-and-aft schooner, of 34 tons, which took place in consequence of her missing stays whilst she was working into Botany Bay, coal laden, on the 21st instant. William Costen, the master of the vessel, was acquitted of blame.

The Board likewise held an inquiry into the wreck of the ketch "Chance," which occurred on the Manning Bar on the 9th instant. This vessel was 41 tons register, in ballast from Sydney, and was capsized by the heavy sea that prevailed whilst she was endeavouring to enter the river. The Board decided not to lay any charge against John Blair, the master, who was the only person saved from her.

Francis Hixson,
President.

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## "CHIEFTAIN."

*Report.*

The barque "Chieftain," wrecked near Little Brownes Cay, Bahama Banks, was built at Yarmouth, U.K., on the 19th May 1868. Her tonnage is $339\frac{10}{100}$ tons, built of wood. Her official number is 58,266, and she is owned by James Cappon, a brother of the captain, and who resides at Newport, county of Fife, Scotland.

The master is not certain whether his ship is insured, but if so he states she would be in the Local Clubs in Dundee.

The captain has a certificate of service from the Board of Trade, England, No. 36,653, as master, and dated 24th March 1851.

Her class is A 1 Lloyd's, England.

The "Chieftain" left Leith Roads, Scotland, on the 5th January last, bound to Matanzas, in the island of Cuba, W.I., with a cargo of coal.

Nothing of importance occurred during this passage out.

The vessel is described as being well fitted, and was pumped only once in 12 hours. At Matanzas a cargo of rum and sugar was taken in, shipped by Messrs. Barro, Gavalin, & Co., for London, England, the ship sailing on the 8th of May with a fine fresh breeze from E.S.E. Departure was taken from what is called the pan of Matanzas at a distance of 18 miles, the course steered being N. by E. $\frac{1}{2}$ E.

The following is given in the evidence of the master in his examination before the Court. "At 10.15 p.m. tacked "ship and steered S. by E. Sister Cay bearing N.N.W., "distance 18 miles, a light haze coming on; at 4 a.m. of "the (next day) 9th, tacked again, Double-headed Shot "Cay bearing about E.S.E. and 17 miles off. Look-out "duly attended to. Hazy weather all the latter part of "this day."

"At 2 o'clock course S. by E., wind E. by S. At "5 p.m. tacked ship, course N.E., wind E.S.E., having a "light swell from the south."

"At midnight of the 10th had fresh breeze but hazy "weather. The night was very dark."

"At 12.45 a.m. the look-out saw a red light (Gun Cay "Light) on the port bow."

"I was at this time below but was called by the chief "mate who was in charge of watch at the time."

"The mate on seeing the light immediately called me. "He had ordered the helm to be put down, and so soon "as I jumped on deck and the ship had come up two "points she struck, struck two or three times."

The account of the ship's striking and loss is in agreement with that given by the chief mate in his examination.

So soon as the ship had struck two or three times she stopped, having grounded on a shelving bar or shoal.

Unfortunately at the time the ship struck the tide was ebbing.

The yards were, however, at once hove back.

The master was here asked why no further efforts were made, such as putting out his anchors, &c.; his answer was, "It would have been of no avail to put out anchors, "&c., the tide was ebbing and the ship was fast aground, "and under the circumstances I thought it advisable to "remain so until high water or some assistance would "come."

This, of course, was an exercise of the master's judgment, and the efforts which were afterwards made when assistance was obtained proving unsuccessful, this judgment was perhaps correct. It is stated, moreover, that the rate of the ship when she struck was between six and seven knots per hour.

At 3 o'clock the same morning the schooner "Julia Howard" comes up, and the assistance offered by the master is accepted.

The master, Smith, however, very wisely fearing that further help was needed, dispatched his vessel, and during the day two other wrecking vessels came up with the "Julia Howard."

These vessels, at least two of them, were loaded at near high water, thus lightening the ship, and the ship's stream anchor backed by a large kedge is run out, sails set aback, and at high water a large number of men manned the capstan.

The effort proved unsuccessful, the ship not moving, and the vessel making water fast.

The fact was the ship had become bilged.

At this period the master states, "the ship was grinding "very hard on the bottom, and her stern would rise with "the swell but the bows remained fast aground."

The ship in fact had struck on a very dangerous part of the bank about 50 yards south of Little Brownes Cay.

During the afternoon the swell had increased and the vessel striking more heavily, and at midnight the captain abandoned all hope of saving the ship.

James Smith, the master of the "Julia Howard," and the wreck master, states on boarding the wreck, "I found "her, the British barque 'Chieftain,' aground almost on "her beam ends, sails all aback." "She appeared to be "bilged, and I heard them say there was four feet water in "the hold."

The wreckers now commenced to save the remainder of the cargo, a great deal of the sugar washing in the water.

The wreck is in charge of the wreck master.

The foregoing is a succinct account of the loss of the "Chieftain" as evolved from the examinations of the master and others of his crew.

It appears further that on Monday the observation obtained gave lat. 24° 47′, long. 86° 35′, and when Captain Cappon at 5 o'clock tacked his ship it was his intention to have stood on until 2 o'clock of the morning on which she struck, when he expected to have been in mid-channel in other words having run the supposed distance (6 miles) he intended then to have kept a due north course. At 12.45, therefore, the supposed distance of the ship from where she struck was about 30 miles off. The master had

expected a northerly current, and expected also to sight Gun Cay Light on the starboard bow, when he would have seen it at daylight.

Instead of this (to account for the ship's position on striking) from 5 o'clock to the time of the striking the ship must have had 32 miles easterly current without any northing.

The cay near which the ship struck was not seen until after the vessel grounded. It is described as being very low, nothing but bare rock.

The current after striking was noticed to be running very strong and in a south-easterly direction.

The ship's chronometer as well as the compasses appear to have been correct.

It is much to the credit of Captain Cappon that for the period of 27 years, for which he has been master of ships, this is the first time that he ever got ashore.

The rum and sugar saved have been brought to this port.

Of the quantity of sugar as cargo, 147 boxes, 94 were saved.

The "Chieftain" having had a case of small-pox on board, the wrecking vessels on their arrival here were placed in quarantine.

The case was that of the captain's son, who died after his arrival at the quarantine station.

The vessel is consigned to the acting agent of Lloyd's, Thomas W. Williams, Esqre., of this city.

Salvage is not yet arranged. The wreckers, the first body especially, appear to have behaved well. It appears, however, that the ship after the cargo was saved, and after the wreck master had left, was set fire to.

This act in law is a felony, and it is certainly to be hoped that the efforts being made will lead to the discovery of the guilty parties.

GEORGE COURTENAY CAMPLEJOHN,
Acting Police Magistrate,
Nassau, N.P.
Bahamas.

June 5th, A.D. 1875.

*Opinion.*

After a careful consideration of the evidence, I am of opinion that the loss of the barque "Chieftain" was owing to the unusual strength of the current in an easterly direction, and to no fault of the master, his officers, or crew.

GEORGE COURTENAY CAMPLEJOHN,
Acting Police Magistrate,
&c., &c., &c.

I fully concur.
ALFRED F. H. DRAYSON,
Navigating Sub-Lieutenant,
H.M.S. "Decoy."

## "CHINA."

*Finding.*

The Court is of opinion that the circumstances which occasioned the loss of the ship "China" by fire on the 8th instant, were as follows:—

The ship was bound from Calcutta to Leith with a cargo of jute, and had been five days at sea. Like many large vessels, she had the forepart covered in by a deck called the topgallant forecastle. Underneath this deck, on either side, were the sleeping places of the crew, and in the centre was placed the windlass, under which were situated the chain lockers.

In front of the windlass there was a small scuttle or hatchway, which communicated with the interior of the ship, and was intended to afford access to the chain lockers, a sort of perpendicular well, boarded round on all sides except where a place was left in front for a man to get in when it was necessary to stow the cables. The chain locker was furnished inside with cleats or steps to enable the man to climb up or down.

When the ship was loaded the way to the chain lockers was so encumbered with cargo that there was barely room for a man to get in over the jute bales.

It appears that it was necessary to have a light in the chain locker whenever any work was being done there.

On the afternoon of the 8th instant, at 4 o'clock, the chief mate, F. M. Lund, directed the boatswain to send a man into the chain locker to place some wood over the chain cables preparatory to stowing the warps. The man selected for the task was H. Sickerson, who is described by the captain of the "China" as "one of the best men in the ship." On receiving the order this man lit the forecastle lamp, a small tin hanging oil lamp, having a spout at the side containing the wick, and with it he proceeded to make his way into the chain locker, inserting his body feet foremost, through the opening left betweeen the bales of jute and the deck above, holding the lamp in one hand; while accomplishing this his foot slipped off a cleat, and the man finding himself dropping into the chain locker, let go the lamp in order that he might grasp at something to save himself; when he got up he found that the lamp had overturned and set fire to the jute.

The man failed to give the alarm instantaneously, for the mate who was preparing to follow him, found him trying to put out the flames with his hands or hat.

Though every effort was made by the officers and crew to put out the fire, the inflammable nature of the cargo rendered their exertions of no avail. The ship had to be abandoned the same evening, and on the following morning the crew were picked up by the Swedish barque "Suez."

Assuming the above to be the true facts of the case, which we see no reason to doubt, they show that the casualty was due to the improper stowage of the cargo in not having the communication to the chain lockers clear, and allowing such an inflammable cargo as jute to be exposed in the forecastle hatchway, then to the fact of taking a naked light in among the cargo.

For this rash and foolhardy proceeding the chief mate admits that he is responsible. The space left between the jute bales and the deck was not high enough to admit a globe lamp into the chain locker without laying it down on its side, and he says that he thought there was less risk in using the forecastle lamp.

The Court thinks he should have at least communicated the above fact to the captain, and not taken upon himself to allow a naked lamp to be carried among the cargo, and the Court considers his act to be blameworthy and improper.

J. K. MACRAE, President,
Akyab Town Magistrate.
W. PORTER, M. Attendant, Member.
W. A. C. HARDIE, Member.
E. KYNOCH, Head Clerk,
British Burmah Secretariat.

## "CITY OF HOBART," (S.S.), and "FANNY WRIGHT."

The "City of Hobart" was coming up the harbour with a cargo of coals and the "Fanny Wright" was running down with a light fair wind, coal laden. The schooner was sunk by the collision; the steamer was not materially damaged, nor was any person on board either vessel hurt.

The Board came to the conclusion that the accident was brought about in consequence of the master of the "City of Hobart" having committed an error in judgment.

Taking all the circumstances of the case into consideration, they do not feel called upon to prefer a charge of default against William Taylor, the master of the steamer, with the view of depriving him of his certificate.

FRANCIS HIXSON,
President.

## "COLLAROY," (S.S.), and "IDA."

On Monday last, the Marine Board held an inquiry into the circumstances connected with the collision which took place between the Long Reef and Sydney, on the morning of Wednesday the 4th instant, between the A.S.N. Co's steamer "Collaroy" and the schooner "Ida." The steamer was on a voyage from Newcastle to Sydney, and did not sustain any material damage. The schooner was on a voyage from Sydney to Newcastle in ballast, and she lost her foremast and bowsprit, and otherwise sustained damages to the extent of 200*l*. No person was hurt by the accident. Several witnesses were examined on either side; Mr. Daintree, of the firm of Daintree and Chapman, appeared on behalf of the steamer, and Mr. Septimus A. Stephen, of the firm of Stephen and Stephen, appeared on the part of the schooner.

The Board adjudicated in the case yesterday, and came to the conclusion that the steamer was to blame for the

collision; but taking into consideration all the circumstances connected therewith, considered that a caution would meet the merits of the case.

FRANCIS HIXSON,
President.

## "COMMERCE."

On Monday, the 17th instant, the Marine Board held an investigation into the circumstances connected with the loss of the schooner "Commerce," which took place during an easterly gale at Trial Bay on the night of the 2nd instant. The "Commerce" was registered in Sydney, owned by Wright and Co., and insured. She was on a voyage from the Richmond, timber laden, and had put into Trial Bay for shelter against a strong southerly wind. Whilst she was at anchor in Trial Bay the wind shifted to the eastward, and dirty weather set in. The master got under way, and tried to get to sea at midnight on the 1st, but owing to the strength of the wind he could not gain an offing, and therefore returned to the bay. The wind had now increased to a gale. Both anchors were let go, and the vessel was battened down and made as snug as possible, and left by the crew, who managed to effect a landing. On the morning of the 3rd instant the vessel was observed high and dry on the beach. Taking all the circumstances of the case into consideration, the Board do not feel called upon to prefer a charge of default against Thomas Mountain, the master.

FRANCIS HIXSON,
President.

## "CUBA."

Having taken the statement of the master, and heard the evidence of the second mate and officer of the watch, as well as that of the helmsman at the time of the casualty, the Court is of opinion that the accident was unavoidable, and that every means was employed by the master, officers, and crew to meet the necessities of the case.

The certificate of the master, John Stobell, is in consequence returned to him.

E. PHILPOTT,
Resident Magistrate, President.
F. SKEAD, R.N., Assessor.

Confirmed.
HENRY BARKLY.

## "CULGOA," (S.S.), and "LAURA," (S.S.)

The "Laura," river pilot steamer, Michael Brennan, coxswain and boatman pilot in charge, was on her way down the Brisbane River on the evening of the 23rd December. The "Culgoa," a paddle steamer of 56 tons, and 20 horse power, Stephen Clarke, master, was at the same time coming up the river on her passage from Nusa to Brisbane. The steamers sighted one another a short distance below Lytton, and when in the cutting each steamer was under the impression that she was keeping on her proper side of the line of leading lights; the "Laura" being as close on her starboard shore as was safe without touching the ground. When the steamers were within about 50 yards of each other the "Culgoa" put her helm hard a-port and stopped her engines, and the "Laura" ported her helm and reversed her engines full speed. The "Laura's" stem striking the port bow of the "Culgoa," injuring her upper works and boat. The "Laura" sustained no damage.

The evidence given on either side the Board find to be most conflicting, though at the same time they believe it to have been given in good faith; the senior pilot of the port was on the bridge of the "Laura" at the time of the collision as well as the pilot in charge, and that vessel would have crossed the line of leading lights much nearer to them than the "Culgoa;" the master of the "Culgoa," on the other hand, firmly believed as well as the other witnesses on his side that they had crossed to the westward of the line of leading lights. It is evident, however, that one of the vessels was in error, and though it seems impossible to obtain any positive proof in the matter, the Board are of opinion that the "Culgoa" must have mistaken the Lytton or some other bright light for the leading white light. While the man who was at the wheel of that vessel at the time of the accident showed so little intelligence while under examination that the Board cannot attach any great weight to his evidence.

G. P. HEATH,
Commander R.N.,
Chairman.

## "CYBELE," (S.S.)

We consider that the master showed great error of judgment in approaching an island unknown to him within two cables length, and are of opinion that he should have shaped a course calculated to lead him at least five cables off. But, taking into consideration that he was guided by one of the Admiralty charts, supplied him by the owners, entitled "China Sea, Singapore Strait, by "Staff Commander J. W. Reed, Navigating Lieuts. T. H. "Lizard, F. R. Ray, and J. H. Ellis, assisted by the "officers of H.M.S. 'Rifleman,' 1865–69, with additions "from the latest British and Dutch authorities," and published at the Admiralty, November 20th, 1868, under the superintendence of Captain G. H. Richards, R.N., F.R.S., with corrections to September 1869, which showed no danger south of Raffles Light, where a reef in reality runs out a distance of 900 feet, we do not consider it advisable to suspend or cancel his certificate, but censure him for his want of due caution whilst navigating waters unknown to himself, where currents are strong, and not to be depended on.

2nd. We would call attention of the Board of Trade to the fact that the chart published by the Admiralty with corrections up to 1869 (before described) of the locality, shows no reef on the south side of the Raffles; yet in a chart of the same survey, published on the 20th of November 1868, the reef is clearly laid down.

3rd. We have every reason to believe that the master after the accident exerted himself to the utmost, and used every means to get the ship off the reef as quickly as possible, and the slight damage sustained by the ship is due much to the energy displayed by the master in lightening the ship as quickly as he did.

J. D. VAUGHAN,
Puisne Judge, Supreme Court,
President.
HENRY N. SHORE, Lieut. R.N., } Assessors.
JNO. BANLU, Marine Surveyor, }

## "DACCA," (S.S.), and Italian ship "MICHELLINO."

*Judgment.*

This is an application on behalf of the Local Government, to suspend or cancel the certificate of Captain William Thomas Hart, master of the steamship "Dacca," one of the steamers of the British India Steam Navigation Company, Limited, on the ground that on the night of the 12th of February instant, when approaching the Rangoon River, the "Dacca" came into collision with the Italian ship "Michellino," and caused serious damage to her, which collision and damage, it is alleged, happened by reason of his wrongful act in running his steamer in a dark night, in very hazy weather, into the outer pilot station amongst a number of vessels then at anchor there.

The investigation is held under section 4 of Act 15 of 1863, which authorises this Court, as the principal court of ordinary criminal jurisdiction at this port, to investigate and try charges of incompetency or misconduct on the part of any master, &c. who shall have obtained his certificate, as in the present case, from the Board of Trade, and empowers the Court, if on such investigation it shall appear that any serious damage to any ship has been caused by the wrongful act or default of the master, &c., to suspend or cancel his certificate.

The question which I have now to decide is, whether there has been on the part of the master such a wrongful act, whereby the damage was caused, as would justify me in suspending or cancelling the master's certificate.

The evidence shows that for some time previous to the collision the captain was on the bridge with the second

officer whose watch it was, directing the navigation of the vessel, and that about 20 minutes before the collision he had directed the engineer to ease the ship, *i.e.*, to reduce her speed to between five or six knots. The flood tide certainly was running strong at the time, at the rate of three or four knots, and this would make the speed of the vessel over the ground somewhat about nine knots an hour. It is also proved that the captain and second officer were on the bridge looking out; that there was the regular watch forward; that the log had been used, and that the lead was going all the time.

And the chief officer, who had been called at a quarter past 2 o'clock to see the ship's anchors cleared away for coming to an anchor, says that when he came on deck he observed the engine-room telegraph was at "slow," and that the vessel was steaming slowly. So it is seen that for a considerable time before and up to the moment of the collision the vessel was under easy steam. The evidence appears to me to show that the captain was gradually and cautiously approaching the pilot station, when he ran into the "Michellino," and that he exercised what, under ordinary circumstances, would have been due diligence and proper caution in navigating his ship at the time.

That being so were there any extraordinary or special circumstances which required on his part more care than was exercised, the not taking of which amounts to such misconduct on his part as would justify the Court in cancelling or even suspending his certificate?

Did the existence of the haze make it an act of imprudence or misconduct his attempting to come up to the pilot station?

Should he, as is contended, have come to an anchor outside as soon as he knew that he was near the station? The evidence shows that the night was not foggy; it was clear overhead with the stars shining, and there was only a haze, which, as far as I can make out, rested along the water only to some little height.

The witnesses on board the "Dacca" say it was "hazy on the horizon." That the haze was not very high is shown from the fact that both the China Buckeer and Eastern Grove lights, each of which were several miles off, were seen brightly burning, and that there were lights of vessels seen from the "Dacca" in the neighbourhood of the pilot schooner, though the vessels themselves were not discernible.

From the evidence as to the character of the haze at this time, I cannot say that there was any necessity to have anchored outside, or that the captain was not perfectly justified in bringing his vessel up to the pilot schooner. On the contrary, it would have been, I think, unreasonable caution on his part if he had done so, for it was not required under the circumstances of the case.

The captain having discovered the position of the pilot schooner, as he believed, from the blue light he had seen, steered his course for it under easy steam, keeping a look-out ahead. Round about where the blue light had been observed were also to be seen other lights, which he would know to be those of ships lying at anchor in her vicinity, and the two lighthouses were also clearly seen. Was he therefore not justified in continuing his course towards the schooner, so long as he did not see any other lights, and kept clear of those that were visible?

The Italian vessel had no doubt a light burning, but that was hung from her forestay only 12 feet from the forecastle deck, or 17 feet from the deck of the ship. Now all the other vessels' lights were hung, as is usual with English ships at anchor, or with vessels within a port, on their starboard foreyard arm, which was considerably higher than where the "Michellino" had hers, and consequently they were clearly seen at a distance, because they were over the haze, whilst, as hers was not seen until the "Dacca" was close upon her, it cannot have been clear of it.

This being so, the captain might very reasonably have concluded that there was no vessel lying between him and the pilot vessel, and that so long therefore as he kept a steady look-out he was justified in continuing his course until he saw the barque's light, or some indication that he was steering on to a vessel. He did continue his course under easy steam, keeping a look-out, and as soon as the barque was discerned ahead, he took steps to avoid a collision. The steps he took, I presume, were proper, for it is not contended they were not. That part of the charge that the captain ran his vessel into the outer pilot station amongst a number of vessels then at anchor there is not proved. On the contrary, the evidence shows that there were no other vessels than the "Michellino" outside the pilot schooner, all the others being inside, and the pilot schooner was not reached within a mile at least. I therefore find that Captain Hart was navigating his ship with due diligence and caution, and that I should not be justified either in cancelling or suspending his certificate.

The petition is consequently dismissed, and I think it should be with costs, for although the authorities may have had reasonable grounds for instituting these proceedings, the captain has cleared himself of the charges brought against him. I assess the cost at 10 gold mohurs, but Mr. De Wet has leave to show cause why so much of my judgment as relates to costs should not be set aside.

C. J. Wilkinson,
Recorder.

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## "DEERHOUND."

*Finding.*

1. We find that the British ship "Deerhound," 573 tons, official number 60,508, of which James Shearer, number of certificate of competency 31,798, was master, was stranded on the 30th August last, in latitude 10° 41′ N., and longitude 114° 30′ E.

2. We find that the vessel was abandoned by the master and crew on the 1st September, it having been found impossible to float the ship.

We are of opinion that no blame whatever is attached to the master, and that he was justified in abandoning the ship when he did. We therefore return the master his certficate.

Dated at Hong Kong this 21st day of September 1875.

C. May,
First Police Magistrate.
H. G. Thomsett, R.N.,
Harbour-Master, &c.
A. McIver,
Unofficial Justice of the Peace.
D. T. Roberts,
Master, British ship "Edward P. Bouverie."
John Meldram,
Master, British ship "Solent."

Confirmed.

J. Gardiner Austin,
Administrator and Commander-in-Chief.

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## "DIADEM."

*Order.*

The Court, having examined the master and witnesses and written testimony offered, record the following decision.

The British ship "Diadem" of Rangoon, belonging to Mr. Hopper, 1,005 tons register, bound from Kurrachee to Rangoon, loaded with railway material, went aground on the Sandbank below China Boukeer at 4.30 a.m. on 23rd April. At 2.15 a.m. the China Boukeer Light had been sighted from the deck, bearing N. by E. according to the captain and first mate, N.E. ½ N. and N.N.E. according to the second officer. The wind was then S.E. a little E. The headway was about five knots to six knots; the ship's course was E.N.E. according to the captain, N.E. by N. according to the first and second officers, and N.E. according to the seacunny.

The captain on sighting the light shortened sail, completely stripping the mizen mast. According to the captain he went below about 4 o'clock, or a little later, ordering the course to be kept as easterly as possible. In this statement he is unsupported. The two officers on the other hand state that the captain was anxious to keep as much north as possible, and that when the first mate suggested that this should be done, and that they should steer more easterly, so as to bring up the light bearing close west, the captain said he didn't want to go to Moulmein.

The evidence of the secunny, who was steering when she struck, tallies with neither that of the captain nor of the officers. He did not come on deck till after the sail had been shortened; he did not see the light, and he did not see the captain on deck.

He says the first officer altered the course twice shortly before she struck, once for two minutes, and then that he went back to the course that the two officers say was steered according to the captain's orders, N.E. by N. There is no doubt that this was the course steered when she struck,

and although the secunny appears anxious to fix the responsibility upon the first officer, he does not give so much easting by two points as the captain claims; he says the course was originally N.E., whereas the captain says E.N.E. It is hardly probable, if there be any truth whatever in the statements of the two officers, that the first officer should have been disposed to take a more northerly course than the captain.

The captain moreover does not claim positively to have ordered any course in particular, further than to have wished to anchor east of the light, and he says his orders were to keep her full and by.

When the captain shortened sail the first mate went forward to get the anchor ready, as he naturally assumed they were about to anchor. He says that he knew he was in dangerous water, and as the tide was on the ebb, the least bit extra northing in the course, and especially with nothing but forward sails, would give a set on the starboard bow, which would materially increase the danger. There is no doubt that either the ship should have anchored immediately on sighting the light with the bearings above noted, or should have been put as much up to the wind with all the canvas she was then bearing, so as to get into the fairway, and to anchor due east of the light.

The captain has offered no explanation why he shortened sail, and although he claims to a wish to have kept his ship more easterly than she was going, he admits that he thought the light's position had been altered, and that the "Quorn" and "Deerfoot," which were already aground, were at anchor off the station. This desire to keep his course as high as possible, if it existed, would show a knowledge that he was in danger. Captain Ballantyne's evidence is conclusive on this head, and Captain Harrison's acquaintance with the coast is only second to Captain Ballantyne's.

The latter officer most positively asserts that the course steered was in itself a dangerous one, and that the surrounding circumstances of the short sail, the soundings, the state of the tide, &c., all contributed to make it more dangerous. Captain Ballantyne's evidence is most valuable, as he is thoroughly experienced in these waters, is quite unbiassed, and was on the same course very nearly at the time the accident happened.

Lastly on this point, the soundings of six fathoms only gives $3\frac{1}{4}$ on the chart, which is precisely the draft of the ship, and was therefore very insufficient.

This Court finds that the ship was steered under the captain's orders on a dangerous course and with insufficient canvas. There is no necessity to discuss the procedure after the grounding. The captain admits having slipped his cable so as to let his ship drive further aground, to make her more comfortable. This we take to have been a great error of judgment, amounting to incompetence, as there was nothing to be gained by it, and everything to be lost. It is probable that she would have floated at the next flood if she had held to her anchor, whereas by slipping she went helplessly aground, and further into the shoal water. It was done contrary to the judgment of the officers, and Captain Ballantyne says it was wrong. It appears also that Captain Harrison contemplated slipping another anchor when he had no more ready, which would certainly suggest that he had to some extent lost his head.

This Court recognizes that Captain Harrison was very unwell during the voyage, but as he was on deck during the night and had never made over the ship he was in every respect responsible for her safety.

In finding that Captain Harrison had displayed great incompetence this Court is bound to consider his offending aggravated by the fact that he has had great experience of this coast, and was probably selected for his post partially on that account.

Furthermore the Court is obliged to note that this is the second court of inquiry during one year to which the question of Captain Harrison's seamanship has been submitted. Finally the Court noticed with regret the attempt of the captain to shift the responsibility on to the shoulders of the mate. This his own evidence disproves, and there is nothing in support of the statement.

Under the powers vested in this Court under Act 4 of 1875 we hereby direct that the master's certificate, No. 15,102. granted by the Board of Trade on the 19th June 1860 to William Harrison, be suspended for 12 months.

And we further direct that a copy of these proceedings be forwarded to the Board of Trade through the Local Government, and that a copy of this decision and the grounds therefore be supplied to the said William Harrison.

LEWIS McIVER,
(Magistrate).
J. MACK,
Deputy Master Attendant,
Member of the Special Court.

## "DON."

The Victoria Steam Navigation Board find, that the loss of the vessel was occasioned by the grave error in judgment of the master in not having let go his anchor when he found the vessel was drifting towards and getting into such close proximity to the reef, and the Board deem that a suspension of Captain Anthon's certificate of service for a period of three calendar months will meet the case.

CHARLES B. PAYNE,
Chairman.

## "DUKE OF EDINBURGH," (S.S.)

The "Duke of Edinburgh," an auxiliary screw steamer of 242 tons, and 30 horse power, Charles S. Kilgour, master, left the anchorage outside the Endeavour River on the morning of the 29th October, the wind at the time being moderate from the E.S.E. The vessel was making about three knots through the water, and steering with the beacon on D. Reef about a point or a point and a half on the port bow, being kept well to windward in order to set the fore and aft canvas when she was kept away. As the reef was neared the wind fell lighter, and the master went below for a few minutes to wash, the beacon on D. Reef then bearing E.S.E., leaving orders, as he says, to keep the beacon on C. Reef about as much on the port bow as the D. Reef Beacon, and to be careful not to approach nearer to D. Reef, and also to look out for discoloured water.

The mate, who had been only once before on this part of the coast, and who was left in charge of the deck, does not appear to have heard or understood these instructions as stated by the master. He affirms that no reference was made to C. Beacon. That he was merely ordered to keep well up towards the D. Beacon, but not too close. Just as the master was returning to the bridge the engineer reported the vessel aground.

The vessel being light, and having very little speed, the master states that he had allowed for her sagging to leeward, the wind being a little on the port bow. As the wind, however, lessened, and the water became smoother under the lee of the reef, this probably had little effect on her course, and she grounded on the western edge of D. Reef, the beacon bearing east. At the following high water she floated off, having received but little damage. Evidence was also given to show that the mate brought the vessel to windward of the course intended by the master when he left the deck, but on this point the statements were very contradictory.

The Board having duly weighed the evidence of the master, mate, the man at the wheel, and two seamen, are of opinion that the vessel grounded in consequence of an error in judgment on the part of the master in over-estimating his distance from the beacon on D. Reef, and the amount to be allowed for leeway, and also possibly from the mate keeping the vessel further to windward than was intended. They find great discrepancy between the statements of the master and mate as to the orders given when the latter was left in charge of the deck, but they nevertheless are satisfied that they were not given with sufficient distinctness, nor the position of the vessel, with reference to the danger to which she was approaching, sufficiently explained to, and impressed upon the officer left in charge of the deck.

They further consider that the movements of the vessel were not conducted with that care and accuracy which the navigation of the narrow waters inside the Barrier Reef demand.

The Board are further of opinion that Mr. Charles Scott, the mate, did not show that amount of care or intelligence while in charge of the deck that the Board would expect from an officer holding a master's certificate of competency.

The Board return the certificate of Captain Kilgour, but at the same time they consider that the conduct of that officer and Mr. Charles Scott, the mate, deserving of censure, and they are hereby censured accordingly.

G. P. HEATH,
Commander R.N.,
Chairman.

## "EAGLE," (S.S.), and "DART."

The "Eagle" is a screw collier of 147 tons; she was on a voyage from Sydney to Newcastle, in ballast. The "Dart" is a brig of 180 tons; she was on a voyage from Newcastle to Sydney, coal laden. The collision occurred off Cape Three Points during fine clear weather, when there was very little wind. The brig was damaged to the extent of about 250*l.* and was towed into Broken Bay by the steamer. No person was hurt by the accident; no damage was sustained by the "Eagle." The Board came to the conclusion that the collision occurred in consequence of the steamer "Eagle" having committed a breach of the steering and sailing rules, and that the said steamer was solely to blame for the collision. In connexion therewith Donald M'Aully, the master, was charged with default, for not taking proper precaution to secure the safe navigation of his ship. The Board re-assembled on Monday the 19th instant, when M'Aully admitted the charge, but pleaded in extenuation of his conduct that he was only off the deck a short time, and when he left he ordered the second mate to look out and call him if anything occurred.

The Board suspended M'Aully's certificate for one month.

FRANCIS HIXSON,
President.

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## "ELDERSLIE."

The loss or damage appears by the evidence to have been caused by—first place, the collision of the "Elderslie" with the schooner "Young Dick," which caused her (the "Elderslie") to drift considerably inshore; and in second place, by the fouling of the "Elderslie's" anchor when let go to bring her up. This caused her to drift in shore, and in attempting to tack she missed stays and went ashore.

The master, Mr. S. Meredith, from the evidence, did all that lay in his power to save his ship, and therefore we can attach no blame to him in the loss of the vessel, who, from the testimony of Captain Sewell, our harbour-master, handled his ship in a most seamanlike manner.

JAS. UDALL,
JOHN ALLEN,
Justices of the Peace.

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## "ELIZA RAMSDEN."

The official Court is of opinion that the loss of the barque "Eliza Ramsden," on the Nepean Reef, on the 24th instant, was occasioned by the default of the master, Captain John Steuart, in negligently navigating his vessel in the vicinity of the dangers at Port Phillip Heads; but taking into consideration his long service and good character as a careful navigator, the Board desire to deal leniently with Captain Steuart, and therefore suspend his certificate for a period of six calendar months only from this date.

CHARLES B. PAYNE.
Chairman.

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## "ESTHER."

In view of the small number and previously exhausted state of the crew, the fact that it is proved to be not the custom on board small craft like the "Esther" to keep an anchor watch in roadsteads like Rangitoto, and the other circumstances disclosed in the evidence, no special blame appears to attach to the master. But except in very exceptional cases, I think it necessary that an anchor watch should always be kept, although in this particular case there is some reasonable excuse, as well as the custom, to account for its omission.

LOWTHER BROAD,
Resident Magistrate.

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## "FAIRY QUEEN."

*Judgment.*

We find that the schooner "Fairy Queen" was wrecked on the east point of North West Cape, Western Australia, during the morning of the 8th October 1875.

We find that the weather, at the time, was squally with strong puffs of wind, and that the night was very dark. We also find that previously the steering gear had been carried away and temporarily repaired, and that it was carried away again when the "Fairy Queen" was close on the reef rendering her unmanageable. We find that the position of the "Fairy Queen" at the time was wholly due to an insufficient knowledge of the tides and currents on the part of Captain Edgar, but in the absence of reliable directions and charts, we cannot recommend the suspension of the certificates of either Captain Edgar or the mate.

ROBERT J. SHOLL, J.P.,
Sub-collr. Customs.
FRED. PEARSE, J.P.
ALBERT EDWARD MERRALL,
Nautical Assessor.

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## "FLEETWING."

*Finding.*

The Court is of opinion that the grounding of the "Fleetwing," on the 4th instant, was caused by an error of judgment on the part of the master whilst running into Port Adelaide Creek. As every precaution was taken to ensure the safety of the vessel by Captain Russell the Court exonerate him from blame.

R. H. FERGUSON, J.P.
JOHN BICKERS, J.P.
JOHN WYLES, Nautical Assessor.

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## "FLYING SQUIRREL."

The official Court held at Melbourne find that the evidence tends to show that the ship struck upon a sunken rock not laid down on the Admiralty chart, and therefore the Court acquits the master of default; but notwithstanding Captain Patten's experience on the east coast of King Island, the Board notice that there was an absence of the use of the lead whilst navigating in the vicinity of known dangers near Sea Elephant Rocks, the Board censure him for such omission and caution him to be more careful for the future.

CHARLES B. PAYNE.

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## "FRANK GUY."

*Finding.*

1st. While acquitting the captain, E. Cann, of any want of skill or due care in navigating the vessel generally, the Court is of opinion that he did not take sufficient pains to ascertain his true position when running in for an anchorage.

2nd. The Court is of opinion that the master, E. Cann, by abandoning his vessel with all his crew thereby placed her as a derelict.

3rd. The Court returns their certificates to the master and mate, but in doing so wishes to impress on them the absolute necessity for greater caution in future.

J. T. EDWARDS,
Justice of the Peace and
Resident Magistrate.

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## "FRUITERER."

From the evidence of the mate and boatswain and the entries in the ship's log-book it appears that the "Fruiterer" encountered a succession of heavy gales of wind between S.W. and N.W., accompanied by a very heavy cross sea. The ship strained and laboured so seriously and made so much water as to compel the master to bear

away before the wind, to enable the crew to work at the pumps. The seas continuing to break over the vessel, sweeping away boats, galley, and everything moveable, smashing bulwarks and stanchions, the master deemed it advisable to cut away several sails, and throw a portion of the cargo overboard, the ship having from five to six feet of water in the hold. This evidence is confirmed by the written statement of the master before the Court, which further shows that the vessel was driven about 60 miles to the east of Algoa Bay, before the weather in any degree moderated, when the wind being still adverse, he bore away for Natal; but the wind changing to the eastward, he again made for Algoa Bay, being within 180 miles of the former port, and reached Algoa Bay on the 17th October.

From all the foregoing particulars, the Court concludes that the casualty is due to the very tempestuous state of wind and sea at the time, and which disabled so many other vessels, and not to the wrongful act or default of the master; and the Court is further of opinion that the sacrifice of the sails and part of the cargo was fully justified by the extreme necessity of the case, for the preservation of ship, cargo, and the lives of the crew.

The certificate of the master, No. 82,888, is in consequence returned to him.

E. Philpott,
Resident Magistrate.
F. Skead, Assessor.

Confirmed.
Henry Barkly,
Governor.

## "GEFFRARD."

The master was charged:—

1st. With neglecting to have a second anchor down, it being the season of the winter gales blowing on this coast.

2nd. In not being on board his vessel during threatening weather and a falling barometer.

Having carefully considered the evidence, we consider the master of the "Geffrard" has acted to the best of his judgment, but it is the opinion of this Court that he would have acted more wisely had he employed the strength of both chains in the manner in practice at Fremantle, viz., paying out 45 fathoms on one, and then letting go the second, then paying out to a full scope; and taking all circumstances connected with the case into consideration, and the faulty nature of the chain, we return Mr. J. W. Munday his certificate.

J. S. Harris,
Sub-collector of Customs.
J. G. Bussell,
Justice of the Peace.

I entirely concur in the above finding.

G. A. Forsyth,
Nautical Assessor.

## "HARRIET ARMITAGE."

The Board consider that the striking of the "Harriet Armitage," was occasioned through the wind falling light when on Kiapara Bar, and the tide carrying the vessel towards the shore.

They do not attribute any blame to Captain Robert Mailler or his officers.

D. T. Allen,
Chairman.

## "HINDUSTAN," (S.S.)

The Court having duly considered all that has been brought before it, is of opinion that no carelessness or unskilfulness has been displayed by Mr. Harrison, in the docking of the ship "Hindustan," but that the wreck has been caused by unavoidable accident, viz., by the sudden parting of a 4½-inch new manilla line under exceptional circumstances.

M. Furlong,
Town Magistrate,
President.

J. Evans,
Master of British barque "Cumbay," of Liverpool.
J. Roberts,
Master of British ship "Royal Visitor."
J. Anthony,
Licensed Pilot.
} Members.

## "ISABELLA."

The Board having inquired into the cause of the wreck of the schooner "Isabella," near Point Nepean, on the afternoon of the 4th instant, is of opinion that the casualty was unavoidable, and the master, Thomas Hughes, is acquitted of blame.

Charles B. Payne,
Chairman.

## "ISABELLA."

The Board having heard the evidence of the master, first mate, the look-out man, and the man at the wheel, find that the barque "Isabella," of Plymouth, 734 tons register, Edwin Smith, master, sailed from Newcastle for Hong Kong on the 26th June, with 200 tons original cargo from Melbourne, 730 tons of coal, and 17 Chinese passengers. Strong westerly winds with a heavy cross sea were experienced after leaving port, but on the 3rd July, after an interval of two or three days of cloudy weather, good observations were taken, placing the vessel at noon some 20 miles to the westward of her dead reckoning, and in lat. 21° S., long. 156° 34′ E, some 110 miles to the westward of the N.W. Bellona Reef. During the following night the weather was fine overheard, but very hazy all round the horizon. At 2 a.m. of the 4th, the ship going 5½ to 6 knots on a north course, the look-out man reported "Breakers ahead," about 100 yards distant. The man at the wheel put the helm down, but in few seconds the ship struck on the Chesterfield Reef in about lat. 19° 45′ S. The sails were thrown aback, but as there was a heavy sea running at the time, and the vessel was driving further upon the reef, an anchor was let go with some 20 fathoms of chain. The vessel, however, fell over on her port bilge, exposing her decks to the sea. The fore and mainmasts were then cut away, when she righted a little. The starboard quarter boat was lowered, but capsized and was smashed to pieces. About 3 a.m., as the vessel was beginning to break up, orders were given to get out the life and long boats. The 17 Chinese passengers refused to assist in any way. The crew, however, succeeded in getting the lifeboat overboard, though in doing so she was stove; but as some six hands were required to keep her head to sea and clear of the ship, the remainder were unable to launch the longboat. Being compelled to let go the ship, they kept off till daylight, when they attempted to regain her, but from the heavy sea and broken water were unable to do so. They then made for the Avon Islets, some 15 miles distant, which they reached at 5 p.m. As the lifeboat was too small to carry all hands on a long voyage, and as they had no water and only 100 lbs. of biscuits and a bottle of brandy, it was arranged that the captain should select nine from the crew to man the boat, and attempt at once to make the Australian Coast. The other six, including the second mate, remaining on the islet, the latter position being considered by the crew as preferable to the prospect of a voyage of 700 miles in an open boat, without water. The longboat, which was left on board in good condition, was considered as available for the Chinese, should the weather moderate.

The biscuit was divided, and some birds caught on the island, and the brandy put in the boat. After being eight days at sea and suffering great privation they were picked up near Cape Upstart, by the schooner "Currambene," and brought in to Port Denison.

The ship's chronometers had been rated in Melbourne, and again by the time-ball at Newcastle before taking coals on board, and during the passage to that port gave satisfactory results.

Captain Smith states in his evidence that after leaving Newcastle on a previous voyage he was spoken by the barque "Stansfield," that vessel also having just sailed from Newcastle with coals, three degrees out in her longitude. A letter has also been handed in to the Board from Captain Dawson of the "Lizzie Iredale" stating, that on one voyage from that port to Manila he found that by the time he had reached Greenwich Island in 1° 3′ N. latitude, his chronometers put him some 60 miles to the westward of his true position.

The Board, having duly considered the evidence, are of opinion that the "Isabella" was lost through an error in the rate of her chronometers. Though they have no positive evidence before them as to the cause of the change of rate after leaving Newcastle, it seems not improbable that it arose from the sudden vibration given to the vessel by the coals falling from the trucks a height of some 30 feet into her after hold.

They believe the vessel to have been, on the whole, carefully navigated, and that Captain Smith was, generally speaking, thoroughly attentive to his duties, but at the same time they consider that if more accurate and regular comparisons had been taken between the two chronometers on board, any sudden change of rate in either might have been detected and consequently additional precaution taken in navigating the vessel. The Board, however, do not consider the circumstances of the case such as in any way to call for interference with Captain Smith's certificate. The Board feel that it is a matter for regret that the Chinese passengers should have been left in such a perilous position, yet it does not appear that anything further could have been done for them. The masters of several vessels leaving Newcastle and Sydney have promised to search for the men left on the reef.

The question of the possible effect produced upon ship's chronometers by the shock caused by coal being dropped into the hold from so considerable a height as 30 feet is, in the opinion of the Board, one which deserves the serious attention of the Government and the Marine Board of New South Wales. The safety of vessels making a passage through the coral sea being especially dependent upon the accuracy of their chronometers.

The Board recommend the renewal of the certificates of Captain Smith and Mr. John Gulliver, the first mate, their original certificates having been lost with the vessel.

G. P. Heath,
Commander R.N.,
Chairman.

## "JANE SPIERS" and "YOUNG DICK."

I, the undersigned, find and beg to report as follows:—

That the official number of said ship called the "Jane Spiers" is 11,336, and that of the "Young Dick" is 58,732, of which former vessel Charles Chalker Beer is master, and George H. Symons of the latter, who hold certificates, the former of service, the latter of competency.

That the loss or damage appears by the evidence to have been caused by defective lights and bad look-out on board the "Young Dick."

And I further state my opinion on the matter aforesaid to be as follows:

That the barque "Jane Spiers," bound from this port to Newcastle, New South Wales, in ballast, came into collision with the schooner "Young Dick," also bound from this port to Kaipara, in ballast, on the night of the 4th instant. The circumstances under which the casualty occurred are these: that, about 10.30 p.m. the "Jane Spiers" was standing across Cook's Straits, showing her proper lights, and close hauled on the starboard tack, with the jib, foretopmast staysail, main topmast staysail, mizen staysail, mizen foresail, lower foretopsail, and the two main topsails (the upper one reefed) set, going from four to five knots through the water. A vessel was seen on the port or lee bow, distant about four cables, and showing no visible lights. After this the ship, as before, was kept close to the wind, and when collision seemed imminent the main topsails were thrown aback to deaden the vessel's way, but too late to avoid the collision. As the two vessels came together the bowsprit of the "Jane Spiers" passed from forward of the "Young Dick's" fore rigging, and abaft the foremast, carrying away chain plates, rigging, and bulwark, but doing no material injury to hull. About the time of the collision the fore yards of the "Jane Spiers" were also hove back, when the two vessels separated. The "Young Dick" was also standing across the straits close hauled, but on the port tack, with the jib, fore staysail, reefed foresail, and double-reefed mainsail set, going from one to two knots, when a vessel was observed on her starboard or lee bow, distant about two cables. The mate, who was in charge of the deck, immediately gave orders to have the starboard lamp or side light taken down and trimmed, as it was burning dimly; the helm was also put down, the master called, and the jib and forestaysail hauled down, with the view, as stated, of either tacking or allowing the ship to drift, as being the best means of avoiding collision. The propriety of this manœuvre is, however, very questionable, it as could scarcely be expected that a vessel going only from one to two knots, with four sails set, would be able to keep away from a ship that was only two cables off, when only two sails were set. The wind, as stated by both vessels, was about N.N.W., baffling, with a force (according to the master of the "Jane Spiers") of a strong breeze, but not too strong for a vessel to carry much more canvas than he had; while according to the evidence and log of the "Young Dick" it was at times blowing with a hurricane force. This, however, must be a mistake, as may readily be seen from the comparatively smooth sea, and the amount of canvas both ships were carrying. At first sighting neither vessel appeared to know the other one's course, but as the "Jane Spiers" was on the starboard tack, and by the regulation had to keep her course, the question to her was not a matter of such importance as it was to the "Young Dick," which was on the other tack, and had to keep out of the way.

The night appeared to have been fine, and the atmosphere tolerably clear, as shown by the stars being out, and the light on Maud Island, Pencarrow Head, and Cape Campbell, all seen at the same time; I am therefore of opinion that the look-out on board the "Jane Spiers" was not good, and evidently bad on board the "Young Dick," otherwise the larger vessel, carrying lights and more canvas, ought to have been seen at a much greater distance than two cables.

Taking everything into consideration, I am of opinion that the collision was caused by bad light and look-out on board the "Young Dick," and is in nowise attributable to the "Jane Spiers;" I therefore adjudge that the certificate of Mr. Samuel Gordon, the mate, be suspended for three months, and the ship to pay cost of inquiry.

James C. Crawford,
Justice of the Peace and
Resident Magistrate.

## "JASON."

The "Jason," a schooner belonging to Messrs. R. Travers and Co., of Maryborough, John C. McConnell, master, having arrived at that port on the 7th June with Polynesians, was on the evening of the 9th lying in the River Mary, abreast the township, with eighty-two (82) Polynesians, one European, and the master on board, the crew having been paid off during the day. About 12.30 a.m. the following morning the master and the ship-keeper were aroused by the islanders who had been alarmed by the smoke between decks. The vessel was found to be on fire below the cabin; water was poured down the lazarette, but without effect, the fire still gaining ground.

The natives were then landed in the boats of the "Jason," and of the schooner "Native Lass," lying near. On the islanders being mustered after landing one of them was missing, but from what cause has not been ascertained.

The "Jason" was burnt to the water's edge.

From the evidence taken by the shipping inspector, nothing was elicited to prove the origin of the fire; at the same time the Board are of opinion that the master of the vessel was to blame for not having a proper watch kept while the Polynesians were on board, especially as it was known to him that they frequently smoked in their bunks below when they thought they could do so without detection.

G. P. Heath,
Commander R.N.,
Chairman.

## "JOHN BUNYAN."

*Opinion of the Court.*

The "John Bunyan," full rigged ship, belonging to Messrs. Haughton, Smith, and Co., left Liverpool on the 26th January 1875, bound for Diamond Island, at the mouth of the Bassein River, and laden, though not deeply, with salt. She was drawing about 20 feet. All went well till the 3rd June, when she neared the Alguada Reef Lighthouse, in company with another vessel called the "Slieve Bloom." The weather was squally, with rain, so that objects at a distance were occasionally obscured. The Lighthouse was first observed about 1.30 p.m., and the master, John Richards, states that he then believed it to be about eight miles distant. He still continued steering towards it, as he says, for a little while, in order to be more sure of it, and then, when, as he thought, the ship was about four miles off, he put her off on a N.E. by N. course in order to clear the reef and go in for Diamond Island.

When the master first saw the lighthouse it was bearing N. by E. half E., and he stood on that course for about four miles on an ebb tide flowing to the westward before he altered his course. Almost immediately after the course was altered a squall came on which obscured the lighthouse for about 20 minutes, and ended somewhere about 2 p.m.

And an hour or three quarters after the vessel, being still kept on the same course, struck on the reef, and, after heeling over, settled down. Luckily all the people got into the boats, and got safely to Diamond Island.

A careful examination leads to the following conclusions:—

1st. That the vessel was lost through a grave error of judgment on the part of the master of the vessel in making no allowance for a spring ebb tide which was running between the time that the vessel sighted the lighthouse and struck on the rocks.

This will be seen by noting that the lighthouse was sighted at an estimated distance of eight miles, bearing, the master says, N.N.E. The helmsmen, however, who were steering that course, state that the lighthouse was on the port bow, showing that the bearing was probably north of that. When the vessel struck, the lighthouse bore north, showing the continuous course the vessel made good was all the time directly towards the rocks, marked on the chart just south of the Alguada Reef, upon which place there can be no doubt the vessel "John Bunyan" was lost. The man at the wheel and the chief officer both stating that the vessel struck about a mile from the lighthouse. With a westerly wind there could have been no difficulty in determining the distance of the vessel off the lighthouse by cross bearings, which the master should have tried, and not have trusted only to his judgment.

2nd. That the master was negligent in not determining his position by means of cross bearings, and also in not making more frequent casts of the lead.

*Finding.*

The undersigned members of the Court, though they hold that John Richards, master of the ship "John Bunyan," is guilty of negligence, and a grave error of judgment, are of opinion that they are not called upon to state whether a charge of misconduct or incompetency should be preferred against Captain John Richards.

GEO. F. WELLS.
GEO. G. BAILLIE.

*Judgment.*

The "John Bunyan," a full rigged ship, belonging to Messrs. Haughton, Smith, and Co., left Liverpool on the 26th January 1875, bound for Diamond Island, at the mouth of the Bassien River, in British Burma. She had a cargo of salt on board, but was not deeply laden, and drew about 20 feet. All went well until the 3rd June 1875, when she neared the Alguada Reef Lighthouse in company with another vessel named the "Slieve Bloom." The weather was squally with rain, so that objects at a distance were occasionally obscured. The lighthouse was first observed about 1.30 p.m., and the master, John Richards, states that he then believed it to be about eight miles distant. He still continued steering towards it, as he says, for a little while, in order to be more sure of it, and then, when, as he thought, the ship was about four miles off, he put her off on a N.E. by N. course, in order to clear the reef, and go in for Diamond Island. When the master of the "John Bunyan" first saw the lighthouse it was bearing N. by E. ½ E., and he stood on that course for about four miles on an ebb tide flowing to the westward before he altered his course. Almost immediately after the course was altered a squall came on, which obscured the lighthouse for about 20 minutes, and ended somewhere about 2 p.m. In an hour or three quarters after the vessel struck on Alguada Reef, and in a short time became a total wreck; luckily all lives were saved.

After a careful consideration of the evidence, and the defence, with the master's report and statement,

We find that the vessel was lost through a grave error of judgment on the part of the master, in shaping a course that would in still water have carried him too close to the rocks off Alguada Reef, and in making no allowance for an ebb tide running to the westward, which set him on the patch of rocks lying south one and a quarter mile from the Alguada Reef Lighthouse, which is marked on the chart.

It being shown that the lighthouse was sighted, being N. by E. ½ E., distance estimated eight miles, the ship approached it on that bearing until within an estimated distance of four miles, when the course was only altered to N.E. by N.; a manifestly injudicious course to have steered.

2. That the master was negligent in not determining his position by casting the lead. The Court believe the officer's statement that no cast was taken for at least an hour before the vessel struck.

Consequently the master is in default for not using means within his power to determine what his actual distance was off the lighthouse or reef.

The evidence goes to prove that the weather was fairly clear. The master in his defence would urge that it was not so; this, however, would only prove the greater necessity for greater precaution. The frequent use of the lead, and the steering of the vessel on a much more easterly course, would, no doubt, have prevented the loss of the vessel.

We find that Mr. J. Richards has shown incompetency, in so far as that term in Act IV. of 1875 includes wrongful act and default, and adjudge that his certificate of competency, No. 28,461, be suspended for a period of twelve months.

R. F. ST. ANDREW ST. JOHN.
GEO. H. WELLS,
Master Attendant.
CHAS. FRY,
Master, ship "Portlaw."

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## "KADINA."

The Court, after hearing the evidence of James Barneson, late master of the ship "Kadina," and carefully considering the same, is of opinion that no blame whatever is attributable to him or his crew for the loss of the "Kadina" on the 11th May last, and exonerate him accordingly.

R. H. FERGUSON, J.P.
JOHN BICKERS, J.P.
W. N. GOALEN, Navg. Lieut. R.N., GAVEN WEIR, Master, ship "Beltana," } Nautical Assessors.

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## "KAFFIR CHIEF."

After due consideration of the facts and circumstances attending the wreck of this vessel, the finding of the Court is as follows:—

First, that although there was a strong gale accompanied with considerable sea on the 7th of this month, the date of the wreck, the weather was not of that severity as to be deemed the immediate cause of the vessel parting her cables.

There were five other vessels at the anchorage at the same time, none of which parted a chain or dragged an anchor. It must therefore be attributed solely to the insufficiency of the ship's ground tackle; and this conclusion is rendered the more unavoidable as no test certificates have been produced, nor have any portions of the chains been available for inspection, although pieces of both were at the bows when the ship first stranded.

2nd. That in the interval between the parting of the first and second cables, nearly two hours, no proper or sufficient preparations were made for making sail, which to

a person having charge of a vessel at an open roadstead would apparently have been the principal object in view under the circumstances.

3rd. That not only were the preparations referred to not made, but that actual impediments thereto were caused by gear being used for cargo that should have been kept for its own proper purpose, whereby owing to the bunts being jammed the topsails could not be set.

Orders also appear to have been given to loose the main topmast, and mizen staysails and jib, but they could not be, or were not loosed for some reason or other.

Valuable time was also lost in the attempt to heave in the slack of the port chain after parting it, and also in the attempt to make sail before letting go the second anchor.

For these grave errors of judgment and general want of promptitude, the first mate is deserving of severe censure and is hereby censured accordingly.

4th. It appears that the master was not on board at the time of the stranding of the vessel, he stating that he had come on shore the preceding day on necessary business connected with the ship. This Court does not recognise a necessity greater than that of the continuous presence of the master on board his ship, while at an exposed anchorage such as the outer roadstead of this port.

Had he been on board, although the parting of the first chain might not have been averted, yet, by the exercise of his superior judgment, the full results of the accident might not have happened as subsequently occurred.

The Court is led to this remark, as Captain Owen has himself stated, that when he left the ship all was clear for making sail, which was certainly not the case when the vessel parted. And also that some of the directions he gave on other points had not been carried out.

The fact of having had perfect confidence in his chief mate, as alleged, and his being possessed of the usual certificate (required by the Merchant Shipping Act), did not relieve the master of his responsibility as the guardian of the property committed to his care, more particularly when, as in this case, his ship might be at anchor in an open and exposed roadstead.

The Court considered it a grave error of judgment, highly censurable, and Captain Owen is censured accordingly.

As the judgment of the Court will not be further followed up, the certificate of the master and first mate are returned to them.

H. C. Shipstone,
A.R.M. Durban.
Geo. Rutherford,
Coll. of Customs.
Alex. Airth,
Port Captain.
G. C. Cato,
Lloyd's Agent.

## "KEMBLA," (S.S.), and "ALEXANDRA," (S.S.)

The Board investigated the circumstances connected with the collision between the steamers "Kembla" and "Alexandra," which took place in Darling Harbour, on the afternoon of Wednesday, the 2nd instant. The "Kembla" was inward-bound from Newcastle, and was proceeding very slowly on the Sydney side of the fairway for her berth at the patent-slip wharf; and the "Alexandra" was leaving the jetty for Pyrmont. Damage to the amount of about 10*l.* was done to the ferry steamer, but the "Kembla" was not injured. No person was hurt by the accident. Several witnesses were examined on either side, and the Board found that the collision was caused by the "Kembla" being navigated on the wrong side of the harbour in contravention of the 120th clause of the Navigation Act.

Francis Hixson,
President.

## "KEMBLA," (S.S.), and "AMY ROBSART."

The Marine Board held an investigation into the circumstances attending a collision which occurred between the steamer "Kembla" and brigantine "Amy Robsart" on the forenoon of Thursday the 10th instant. The "Amy Robsart" was from Brisbane to Hobart Town with a cargo of sugar and cedar, and she had called into this port for repairs, and in proceeding to sea in the prosecution of her voyage was overtaken near the heads, and fouled, by the "Kembla," and sustained damages to the extent of about 100*l.*, which necessitated her returning to Sydney. The Board adjudicated in the case yesterday, and came to the conclusion that George Budd, the master of the "Kembla," had committed a breach of the steering and sailing rules, and they therefore reprimanded him, and cautioned him to be more careful in future.

Francis Hixson,
President.

## "KITTY COBURN."

The opinion of the sitting magistrates is as follows:

The "Kitty Coburn" went on the beach after having parted two cable chains, and dragged the third anchor. The ground tackle though old seems to have been good and sufficiently heavy for a vessel of her size. The captain, with all her officers and crew, were on board and appear to have done all they were able to do under the circumstances with the exception of having springs on the cables, and it is a question for nautical men to decide, and on which we offer no opinion, whether the captain did neglect his duty in not having springs on the cables when laying in such an exposed roadstead during such a gale as was then blowing.

J. S. Harris,
Sub-coll. Customs.
J. Cookworthy, J.P.

## "LADY OF THE LAKE," (S.S.)

I, the undersigned, state my opinion to be as follows:—

That there was a want of caution on the part of the master in steaming and sailing at the improper speed of eight miles an hour under night and in foggy weather without means to ascertain where he was, in consequence of which he overran the port of destination and the vessel struck on a rock and went on shore. He was to blame for not having a patent log on board and for not seeing that every precaution was taken for accurately regulating the speed. As the acting master had been called upon at a few hours notice to take command in consequence of the indisposition of the master this will be taken into consideration in mitigation of finding. I decide that the certificate of the said Frederick Holloway shall be suspended for a period of three calendar months.

John Bathgate,
Justice of the Peace and
Resident Magistrate.

## "LADY YOUNG," (S.S.), and Schooner "ETHEL."

An inquiry having been held at Maryborough, by the Shipping Inspector, into the circumstances attending a collision in the Mary River between the "Lady Young," steamer, Wm. Hill, master, and the pilot schooner "Ethel," in charge of James Mason, coxswain and boatman pilot; and the master of the "Lady Young" having given further evidence before the Board in Brisbane, the Board find that the "Lady Young" was coming down the Mary River towards the last of the ebb, and going at half speed, viz., about six knots, through the water. The pilot schooner was close-hauled on the port tack, just lying along the lee side of the channel below Upper Rocky Point, while a third vessel was anchored in the channel, a short distance lower down. Just as the steamer was passing to windward of the schooner the vessels were nearing a shoal part of the channel. The steamer would not answer her helm, and ran across the schooner's bows, the anchor stock of the latter vessel catching in one of the steamer's port holes, the crown of the anchor being forced through the schooner's bulwarks. The engines of the steamer, as soon as she refused to answer her helm, were stopped and reversed. The anchor stock was cleared, but the vessels again fouled, the schooner's whale boat being stove, and

her bowsprit carried away, while passing through the steamer's starboard after sponson house.

The Board, having duly weighed the evidence, are of opinion that the collision was caused by the "Lady Young" not answering her helm when in the shoal part of the channel. They also consider it was an error of judgment on the part of the master of the "Lady Young" to attempt to pass another vessel at a shoal spot, where he could not depend upon his vessel answering her helm, and when, by a reduction of her speed for a few minutes previously, all probability of an accident would have been avoided.

The Board, however, are of opinion that when she refused to answer her helm everything practicable was done to avoid a collision.

G. P. Heath,
Commander R.N.,
Chairman.

## "LA SERENA."

*Judgment.*

The Court is of opinion that the injury to the "La Serena" has not been occasioned through any fault of the master or mates, and that the grounding was an accident of the seas. The certificates are returned.

A. R. Orpen,
Resident Magistrate.
William H. Townsend,
Nautical Assessor.

Confirmed.
Henry Barkly,
Governor.

## "LOUIS ALFRED."

The Court having carefully examined John Cooke late mate of the wrecked schooner "Louis Alfred," and W. H. Pedler, able seaman, the rest of the crew having left on the day on which they were paid off and discharged by the shipping master at Plettenberg Bay (the 9th October), and having the statement of the master, J. S. Perriam, is unanimous in exonerating both master and mate from any blame or neglect.

It appears on evidence that the ship was properly and securely moored, riding at two anchors, with 60 fathoms of chain on each anchor. That after taking in part of cargo until Sunday the 3rd, when it began to blow from the S.E., the wind gradually increasing to a gale, with a high sea, ship commenced dragging S.E. anchor. The mate, who was in charge, immediately got a third anchor, with 8-inch warp, ready, which was let go in five fathoms of water and 20 fathoms of rope. Ship not staying, warp was paid out to 45 fathoms, and chian on S.E. anchor to 80 fathoms. Gale increasing, and more sea on, warp parted, ship dragging S.E. anchor, till brought up by N.W. anchor; gale and sea still increasing, when both anchors dragged, ship drifting on shore, got into breakers, and commenced bumping heavily, with 80 fathoms chain on each anchor. Ship at last came broadside on, sea breaking over ship, when, for safety of life and property, both cables were slipped, and the ship put head to land.

The Court records as its opinion that no vessel moored at the usual place of shipping in Plettenberg Bay, viz., within the ledge of rocks, can be considered safe with a strong S.E. gale and heavy sea, there being no sea room to veer out chain above 80 fathoms, without being in the breakers and striking the ground.

The loss of the schooner "Louis Alfred" must therefore be attributed solely to the violence of wind and sea on the day of the casualty.

S. Goldsbury,
Resident Magistrate.
P. E. Bertelsen,
Nautical Assessor.

Confirmed.
Henry Barkly,
Governor.

## "LOUISA."

By an order of the Madras Government, dated the 11th January 1876, No. 13, Marine Department, we, John D'Silva, the Joint Magistrate at Cochin, and William Henry Bartlett, the acting-master attendant at Cochin, have been appointed under the provisions of section 4 of "The Indian Merchant Shipping Act, 1875," to be a Special Court for the purpose of investigating the circumstances attending the stranding of the barque "Louisa," on the Tangacherry Reef, two miles north of Quilon. The said order was passed upon a report from the acting-master attendant, Madras, that the British barque "Louisa," 881 tons, of Shields, J. A Bach, commander, had gone on shore on the said reef while she was on her way from Shields bound to Kurrachee with a cargo of coal for the British India Steam Navigation Company.

For the purposes of the aforesaid investigation, the Court thought fit that there should be as its assessor a person conversant with maritime affairs, and having ascertained that Captain James Connor, master of the barque "Martha Jackson," was willing to act as such assessor, the Court, by an order passed under date the 17th January 1876, constituted the said Captain James Connor as its assessor.

After reading the above-mentioned order of Government to John Adolph Bach, the master, and James Galloway, the mate, of the said barque "Louisa," the Court, attended by the assessor, proceeded to investigate into the matter of the stranding of the said barque, and examined the said John Adolph Bach and James Galloway, and as witnesses, 1, Captain Francis John Raffin (who surveyed the wreck); 2, James Hosie, boatswain; 3, James Jones, able seaman; 4, Anthony Raines, apprentice; 5, James Profit, apprentice; 6, John Smith, carpenter; 7, Magnus Dahlstrom, sailmaker and able seaman; 8, John Olsson, able seaman; and 9, Adam Brash, cook (the second to ninth witnesses being part of the crew of the said barque "Louisa").

Captain John Adolph Bach states, that on the 24th December last from 6 o'clock a.m., when he made land bearing E.N.E., distant 30 to 40 miles, till noon, the wind was westerly and light, and ship on the port tack heading north by west; that having had sights for the chronometer, he worked the observations at noon and found the longitude to be 77° 9′, and the latitude by a meridian altitude of the sun 8 degrees north; that from noon to 6 p.m. the wind continued westerly and light, and at sundown he judged the land to be 10 miles distant; that at 8 p.m. he took charge of the watch, and having sounded in 24 fathoms, found the ship according to observation and soundings to be about 30 miles to the southward of Quilon; that between 8 and 10.30 p.m. it was calm, with light variable winds; that at about 11 p.m. a strong N.E. land breeze came off the land, when sail was trimmed to the wind on the starboard tack, the course from 6.30 p.m. till the time the land breeze came off having been N.N.W. ½ W.; that after trimming sails he sounded twice, but found no bottom at 20 fathoms; that he then altered the course to N.W. by N.; that he left the poop to trim the fore and aft sails, and got as far as amidships, when the ship accidentally ran on the reef. He then gives details as to what was done subsequently to the stranding of the vessel, the names of the men in his watch, and alludes to the fact that the second mate had been sick a long time. Captain Bach wishing to add to his statement, says that for three days previous to the ship's stranding he found she had lost ground, and that a current had set the ship to the south-eastward at the rate of about one mile per hour, and that he closed in with the land to get out of the current.

The chief officer, James Galloway, states that on the night of the 24th he was relieved of charge of the watch at 8 p.m. by Captain Bach, and was roused between 11 and 12 by the shock caused by the ship taking the ground. He also states what was done subsequent to the stranding, and then goes on to relate what watches he kept on that day; that at 2 p.m. the land was bearing E.N.E., distant about 10 miles; that the log was not hove, as there was very little wind; that he had no instructions from the captain as to the course to be steered, nor did he tell him to take soundings till a few minutes before 8 p.m., when the mate himself took the line and found 24 fathoms straight up and down; that about 2 p.m. the captain remarked that they should go well into the land to get the land breeze; that he did not know the ship's position at noon, either by chronometer or by chart, and that he only knew the position by dead reckoning. He subsequently stated that he got an observation for latitude at noon, which he worked out and found the ship to be in 8° 2′ north; that he thought it was imprudent to continue on northerly courses being so close in with the land, but that he naturally supposed, when he relieved the captain at noon,

orders would be given to him by the captain, and that had it been the second mate whom he relieved he should have asked for the orders; that between 12 and 2 p.m. the captain remarked to him that the chronometer laid the ship 12 miles from the land, and at that time it appeared to him (the chief officer) about 10 miles off.

The first witness was one of the surveyor's sent to the wreck, and he simply testified as to the position of the wreck and depth of water in the vicinity.

Second witness, James Hosie, boatswain, states that he saw the land when he came on deck at 8 a.m. on the 24th December, and he thought it was then 20 to 25 miles off; that no soundings were taken that forenoon; that a northerly course was steered all the forenoon, and the land could be seen plainer as they went on; that there was a nice five or six knot breeze from W.N.W. all the forenoon; that he was in the dog watch from 4 to 6 p.m., and when he went on the topgallant forecastle he could see white houses on shore; that no soundings were taken in this watch; that at 6 p.m. he thought the vessel was 10 to 12 miles off the land; that he came on deck again at 8 p.m., it then being the captain's watch, but the captain did not come on deck till half-past 9, when he came on deck and asked witness if he would have a glass of whisky; that the captain gave him the whisky, and then went and lay down on the skylight; that he could not say the captain was the worse for liquor; that at about 20 minutes past 10 the land breeze took the ship aback, and when witness gave the order to haul the yards round the captain woke up; that he could not say he was asleep, but he must have been, or he would have seen the yards lying aback; that the vessel was aback for 10 minutes before witness gave orders to haul the yards round; that witness gave the order to haul the yards round, although he was not in charge of the watch; that the land breeze was pretty smart, and the vessel was going about eight knots after the yards were trimmed; that soundings were taken at 11 p.m., but no bottom was found at about 13 fathoms; that witness knows it was 13 fathoms as he was clearing the line, close abaft the captain; that the main yard was not backed; that captain tried for soundings twice, but got none as there was too much slack line out; that witness is positive the lead was down as he had 13 fathoms in his hand, and told the captain so; that witness thinks by the way the line went down there was about six or seven fathoms water; that when they tried for soundings lights could be seen on shore; that captain gave orders to steer N.W. by N., which was done for a few minutes, and then the ship was hauled up N.W. by N. ½ N. again, and she had hardly time to answer her helm when she struck. The witness endeavoured to show that the captain was in the habit of drinking freely.

Third witness, James Jones, A.B., states that he saw the land before 12 noon on the 24th December, and could see the trees; thinks the land six or seven miles off at that time; does not know what course was steered, nor if any soundings were taken in the forenoon watch. His memory is not very good; he went on deck at 8 p.m., and saw the dark outline of the land; it was a dark night; the lead was passed forward, but does not remember if any soundings were got; he had the wheel from 10 p.m.; steered N.W. by N. ½ N., when the land breeze came off, the vessel was taken aback, and the boatswain ordered the watch to haul in the port main brace; the captain was sitting on one of the skylight benches at the time, and the boatswain gave the orders as he had charge of the watch. His evidence agrees with the second witness about the courses steered after the yards were trimmed until the vessel struck, but although he remembers that the lead was hove, he cannot recollect whether soundings were obtained. He then details particulars of a disagreement between the chief and second officers. He never saw the captain drunk at any time.

4th witness, Anthony Raines, apprentice, states that he has been three voyages to India in the same ship, and with same captain; never saw the captain drunk; saw the captain empty a cask of rum into the hold on Christmas Day; thought the captain was afraid the men would get into the cabin and take charge of the rum. He told some of the men what the captain had done, and they said they did not care, as they would get plenty when they got on shore.

5th witness, James Profit, states that he has been in the ship at the same time with Raines, and for the same period; that he never saw the captain otherwise than sober. He also speaks to the soundings having been taken just before the ship struck; 25 fathoms and no bottom, ship going about seven or eight knots, mainyard not braced aback. He saw lights on shore all the time from 8 p.m. till the ship struck.

6th witness, John Smith, carpenter, states that he was busy at his trade the most of the day under the forecastle, and saw the land in the afternoon and between 6 and 8 p.m. He saw lights on shore, but they may have been in boats. Never saw the captain the worse for liquor.

7th witness, Magnus Dahlstrom, sailmaker, states that he was on the look-out from 8 to 10 p.m., and could see lights, but does not know whether they were on shore or in fishing boats; that soundings were taken twice in the first watch, and speaks to the rate of sailing being about seven knots, and that the mainyard was not backed.

8th witness, John Olssen, A.B., states that at 8 p.m. he could see the darkness of the land, but that it seemed to him a good way off. Saw lights, but does not know if they were on shore or fishermen's lights; that soundings were taken in this watch, but does not remember at what times.

9th witness, Adam Brash, cook, states that he was busy the whole day in the galley on the 24th December, but saw the land plain enough between 4 and 5 in the afternoon, when he thinks it was eight or nine miles off. Did not hear any remarks made about the vessel so close to it.

The ship's log-book shows that the ship was kept on northerly courses from noon till the time she struck, and this is borne out by the official log also, and it is clear that she could not have been far off the land at 6 p.m. There seems to be a great difference between the longitude by dead reckoning and the chronometer at noon, and though the land was plainly visible, the captain did not verify his position by sounding, nor does it appear that any stellar observation was taken for latitude.

In the captain's own statement he mentions that a current for three days previous to the wreck had set the ship to the south-eastward, and this should have made him doubly cautious in approaching the land.

The soundings taken just before the ship struck could not possibly be correct, and though the evidence of the boatswain is evidently tainted with malice, there is no doubt that as regards the soundings the lead must have been considerably over hove. Moreover, the vessel was going just through the water, and the mainyard should have been braced aback.

Though it may have nothing to do with the ultimate loss of the vessel, the Court cannot but remark that the evidence of the boatswain and chief officer lead to the conclusion that the discipline on board must have been defective. The chief officer's statement shows that he was not even directed what course to steer when relieved by the captain at noon, and that the captain was on deck himself in the afternoon, and thus the chief officer was relieved of responsibility.

The statement and the official log-book of John Adolph Bach himself, and the evidence of the witnesses go to show that from noon of the 24th December 1875, when the said barque "Louisa" was in 77° 9′ east longitude, and 8° north latitude, or 10 miles off the land, the said John Adolph Bach being then in command of the said barque, and as such bound to use proper precautions in the navigation of the said ship, omitted to use such precautions; in that he did not take soundings at proper times, and in a proper manner did not heave the log regularly, and did not tack the ship off the shore, and the consequence was that at 11 o'clock on the night of the said 24th December, while he, John Adolph Bach himself was in charge of the watch, the ship ran on the Tangacherry Reef, two miles north of Quilon, and she lies there materially damaged, if not lost.

As it appeared that there were grounds for charging the said John Adolph Bach, who holds a certificate of competency as master, granted by the Board of Trade, with misconduct, the Court ordered a copy of the statement, containing the said grounds to be furnished to him, and the charge of misconduct to be investigated into. He afterwards put in a written defence, and stated that he had no witnesses to call in his behalf.

This defence is to the effect that he found the longitude to have been wrong about 25 miles, and that the ship was not less than 20 miles off the land at noon; that there was no necessity for heaving the log, nor taking soundings during the day; that the current was strong, which compelled him to close in with the land to get the ship out of the current, and to get the advantage of the land breeze; that he thought he was 30 miles south of the reef, and that he could with safety go within three miles of the land, and that the reef is not correctly laid down in the chart.

The Court was of opinion that John Adolph Bach failed to show that he adopted such measures for the safe navigation of the vessel as he ought to have done, and having, with the concurrence of the assessor, come to the conclusion that John Adolph Bach's certificate of competency as master, No. 94,429, should be suspended, the Court decided that the said certificate be suspended for six (6) months from the 28th January 1876, and so stated in open Court at the conclusion of the case.

The Court has not given credit to the boatswain's insinuations as to the intemperate habits of Captain Bach.

J. D'Silva,
Joint Magistrate.
W. H. Bartlett,
Acting-master Attendant.

## "LUTCKEN."

The Board having carefully considered the evidence taken in connection with the stranding of the barque "Lutcken" in this harbour, find Captain Charles Gottold Lessing in default in not having moored his vessel properly, which led to the serious result of the vessel grounding on her anchor, whereby she became full of water.

The Board therefore cancel his certificate of pilotage for this port, and suspend his certificate of service, No. 25, for a period of three months, dating from the first instant.

D. T. Allan,
Chairman.

"Lutcken."

Pursuant to adjournment, the case of Captain Lessing was again discussed, resolved that his certificate of service as master, No. 25, issued by this Board, be re-issued and returned to him.

## "LYTTONA."

An inquiry having been held by the Marine Board of Queensland into the circumstances attending the loss of the schooner "Lyttona," at Hada Bay, St. Christoval Island, Solomon Group, on the 12th November, and the master and mate having given evidence, the Board find that the "Lyttona," a topsail schooner, of 75 tons, on a recruiting voyage among the islands, was at anchor in Hada Bay in 10 fathoms of water, the wind being southerly, and the weather fine. On the morning of the 12th of December the vessel was got under weigh under fore and aft canvas on the port tack, and was standing out of the bay, The wind then suddenly shifted to the south-westward, the vessel heading along the shore. On attempting to put her on the starboard tack she missed stays, and notwithstanding that the boat was ahead to assist her round, her head payed off and she went on the reef. She was hauled off the reef and anchored just clear of the beach. A second bower anchor was laid further out to windward, but when attempting to weigh the first, the second anchor began to come home, and her stern took the beach before she could be brought up. As the wind and sea increased during the night, the vessel began to break up, and became a total wreck.

The barometer showed no indication of strong westerly wind until after the vessel was on the beach; the wind also was at night usually off the land.

The Board consider that the loss of the "Lyttona" was the result of accident, and exonerate Captain Rosengren from all blame.

G. P. Heath,
Commander R.N.,
Chairman.

## "MAITLAND," (S.S.), and "LITTLE NELL," (S.S.)

The Local Marine Board came to the conclusion that Captain Harding is to blame for not porting his helm, and for not slowing or stopping the engines of the "Little Nell," directly she saw the "Maitland" was coming round on her port helm, instead of putting it to starboard and keeping it there, still going full speed; had such been done they are of opinion that no collision would have occurred.

W. F. Weatherill,
Secretary.

## "MALVINA MAUD."

*Finding.*

The Board is of opinion that the loss of the schooner "Malvina Maud," on the night of the 20th February last, was occasioned by fire, but how it originated is not clearly established, although from the evidence adduced there is little doubt that it commenced in the galley, which was, as the evidence shows, in a very inefficient state.

R. H. Ferguson, S.M.
John Formby, Warden.
Daniel Tapley, Warden.
W. H. Charnock, Warden.

## "MEMENTO."

The Local Marine Board having carefully investigated the case of the grounding of the barque "Memento," on Tipara Reef, on the 18th November last, has arrived at the following decision, viz.:

That Captain Ruwald acted most injudiciously in standing for so long a time towards a well-known and dangerous shoal, thereby showing great want of caution, and that sufficient regard was not paid to the sailing directions. As, however, very commendable energy and skill were evinced by him in getting the ship afloat, and out of danger, and as he has been long known as a sober, steady, and careful shipmaster, the Board considers that a severe reprimand will meet this case, and Captain Ruwald is hereby reprimanded accordingly.

D. T. Allan,
Chairman.

## "MILFORD."

It appears from the evidence of the chief and second mates, and that of the carpenter, together with the entries in the ship's log-book, and the written statement of the master, Daniel Simpson, that the "Milford," a vessel of 1,045 tons register, when on her voyage from Calcutta to Niewe Diep Texel, with a cargo of linseed, encountered a succession of heavy N.W. gales, on reaching within five miles of Cape L'Agulhas, which lasted from the 8th to the 12th of October, and drove her within 15 or 20 miles of Cape St. Francis. During this heavy weather the seas broke on board the ship, smashing in the forecastle deck and forehatch, and causing the vessel to spring a serious leak. Notwithstanding the use of a donkey-engine to work the pumps, the crew were unable to keep the leak under, which continued to gain upon the ship until she had nine feet of water in the hold, when, after consultation with the officers and crew, the master determined to abandon her.

From all the circumstances before the Court, the abandonment of the ship was caused by the boisterous and continuously severe state of the weather (which reduced the ship to a wreck, and rendered her unmanageable, notwithstanding the relief afforded by throwing overboard 200 tons of cargo), and not to the wrongful act or default of either master or crew; and the Court is of opinion that the master was justified by the circumstances in abandoning the vessel to save the lives of the crew. The master's certificate, No. 46,861, is therefore returned to him.

E. Philpott,
Resident Magistrate.
F. Skead, Assessor.

Confirmed.
Henry Barkly,
Governor.

## "MINISTER VAN STAAT ROCHUSSEN," (S.S.)

The Court having carefully considered the whole of the evidence, find—

(1st.) That the S.S. "Minister Van Staat Rochussen" left Singapore on the 13th ultimo, commanded by Mr. Henry Charles Everill, master, having a certificate of competency, No. 86,376.

(2nd.) That soon after the ship proceeded to sea it was discovered and brought to the notice of the master that the steering gear was exceedingly defective, but notwith-

standing the ship went on her voyage without accident, and her position was ascertained with accuracy to be from 9 to 9½ miles due west of the north-west rock of the Seven Islands at 6 o'clock on the evening of the 14th ultimo.

(3rd.) That after this the ship continued going at full speed (from 5 to 5½ knots), the weather being thick and squally, and the Kalian Light ought to have been seen, had all gone well at midnight, but the master finding he did not see the light when he expected altered the ship's course to the westward no less than three times and only once or twice used the lead without slackening speed.

(4th.) That at a few minutes past 2 o'clock a m. on the 15th breakers were seen ahead and a little on the starboard bow, the master immediately had the helm put to starboard, and the engines reversed, but notwithstanding the ship struck on a bank in Bulo Bay, Bana Island, and in about 20 minutes afterwards the fires in the engine-room being extinguished, and the ship beginning to break up, she was abandoned.

(5th.) We therefore are of opinion that the ship was lost through the carelessness of her master, Mr. Henry Charles Everill, in that he kept at sea when he knew his steering gear was so defective, as is represented in the evidence, and neglected the constant use of the lead although approaching a dangerous and to him unknown coast, and navigating a narrow sea in thick and squally weather, and in a situation where currents are known to be capricious and strong, and to increase in force as the sea narrows. We, therefore, suspend his certificate, No. 86,376, for a period of six months, and with regard to the mate, Mr. Robert Huddle, we adjudge him to be severely reprimanded. We find that no blame attaches to any of the other members of the crew.

(6th.) We also wish to invite the attention of the Government to the fact that it was well known to the owner of the "Minister Van Staat Rochussen" that her steering gear was very defective, so much so that the surveyor had recommended alterations on the completion of which it depended whether she went to sea insured or not, and the master says in his evidence that he left Singapore under the impression the ship was not insured. We are of opinion from this circumstance that the owner should have known that his ship was unseaworthy, and was greatly to blame for having sent her to sea and thereby endangering the lives of the crew, four of whom were drowned in her wreck.

H. H. H. Walshe,
Police Magistrate,
President.

Edward Needham,
Lieut. R.N.,
J. P. Pipon,
Lieut. R.N.,
} Assessors.

N.B. The certificate of the captain is alleged to have been lost in the wreck.

H. H. H. W.

I approve of the finding with the following modification, that in consideration of his efforts to save life after the wreck, the master, Mr. H. C. Everill, be granted a first mate's certificate for the six months during which his master's certificate is suspended.

Wm. F. Drummond Jervois.

## "MINMANUETH."

The "Minmanueth" was a barque-rigged vessel. Her tonnage was 259 tons. She was built in 1865 at Saint Mary's, Scilly, in the county of Cornwall, and was owned by Mr. William Mumford and others; and Mr. Sherris, who was in command of the ship, states that he had an eighth share in her.

The "Minmanueth" left the Mauritius on the 7th October last, bound for Bombay, with a cargo of sugar. Everything appears to have gone well with the vessel until the 28th of the same month. At a quarter-past 11 o'clock on the evening of the 28th the master states that he heard the mate call out on deck, and that he immediately ran up, but before he had reached the deck the vessel struck. Breakers were then seen ahead. The yards were hauled aback, and efforts were made to get the ship off the shore, but the vessel could not be moved. Soon after striking she made water rapidly, and by 5 o'clock next morning (the 29th) the vessel was full of water up to the between deck beam.

Captain Sherris states, "By this time I made out by "my chart that we were on one of the Laccadive "Islands. There was a difference of six degrees between "the position of the island and my reckoning by chrono- "meter. There was only one chronometer on board." This chronometer Captain Sherris states "he has had "with him for three years; that it was cleaned by Mr. "Poole, of London, 12 months ago, and that it had kept "good time all the voyage out to the Mauritius, and "that it had only shown a gaining rate of three seconds "from the Cape to the Mauritius." On making the Mauritius Captain Sherris was 20 miles out of his longitude. He says that he rated the chronometer at the Mauritius by the time ball, and that while there it gained three seconds daily. He states the chronometer must have gained more after leaving the Mauritius, and he can only account for the vessel getting ashore by the chronometer being wrong.

There was no observation taken on the 28th. On the 27th October the longitude by observation was 65.40 East, and the latitude 10.30 North. The longitude of the reef on which the vessel struck on the 28th October is about 72° East. The vessel does not appear to have been going more than two or three knots an hour between the 27th and 28th.

The explanation given to the Court by Captain Sherris with regard to the error in the reckoning, as shown in the proceedings before us does not appear to us to be at all satisfactory. He did not, we think, use all the means within his reach to ascertain the true position of the ship after leaving the Mauritius. He does not appear to have compared his own account with that kept by the mate, nor to have taken any interest in the dead reckoning; and we are of opinion that he was not justified in placing so much reliance on his chronometer. If the chronometer had been going well up to leaving the Mauritius, the Court do not see how it could possibly get so much out of time as 25 minutes in 20 days.

Captain Sherris is spoken of in the evidence given before us as a sober and steady man, and as being attentive to his duties as master. He has navigated his ship safely during the last three years, and he appears to have done all he could do to get his ship off after she had stranded. But after making every allowance for the fact that he had only one chronometer on board, and that he was misled by that chronometer going wrong, we are of opinion that he has not shown so much care and skill in the navigation of his ship as he ought to have shown. We think that he did not take proper precautions to ascertain the true position of his ship daily after leaving the Mauritius.

With much regret we are forced to the conclusion, that, owing to his neglect as above noticed, the responsibility of the loss of the "Minmanueth" lies upon Captain Sherris, and we feel that we have no other alternative, under the circumstances, but to order that his certificate of competency as master, granted to him by the Board of Trade in 1865, should be suspended for a period of six months.

The certificate is said to be numbered 28,822, and to have been issued in 1865. It was lost with the ship, and the date it bears cannot, therefore, be now ascertained by us.

The explanation given by Mr. Pender, the chief mate of the "Minmanueth," with regard to the part taken by him in the navigation of the ship, and to the loose way in which he kept the account or reckoning, does not appear satisfactory to us, but looking to the fact that he acted under the orders of Mr. Sherris, and does not appear to have disobeyed any order received by him, we do not propose to interfere with Mr. Pender's certificate of competency.

The Court would respectfully invite the attention of Government to the practice on the part of shipowners of sending ships to sea with only one chronometer. In the present instance the only chronometer on board appears to have been a very defective instrument. Had there been two or three chronometers on board the "Minmanueth" as there ought to have been, it is probable the present casualty would not have occurred.

Looking to the important interests involved, and to the risk of life and property, when vessels proceed to sea without proper means for safe navigation, the Court are of opinion that something should be done with the view of compelling shipowners to provide such instruments as are required to insure, as far as possible, the safe navigation of their ships.

C P. Cooper,
Senior Magistrate of Police.
G. J. Babot,
Commander of the steamship
"Venetia."

Confirmed.
P. E. Wodehouse,
Governor.

## "MIRZAPORE," (S.S.), and the buggalow "HURRI PURSAD."

After reviewing the evidence taken in this case of the witnesses from the steamship "Mirzapore," and also those from the buggalow "Hurri Pursad," we come to the conclusion herein-after given.

It is clear from the evidence given by the witnesses from the "Mirzapore," and also by those from the "Hurri Pursad," that, at the time of the collision, proper lights were kept on board the steamship "Mirzapore," and by the latter witnesses it is shown that these lights were seen by them at an estimated distance of three to six miles, coming in a direct course towards them.

The evidence regarding the wind is contradictory. On board the steamer it was said to be "moderate and increasing," while the tindal and some of the crew of the buggalow state that there was no wind, and that she would not steer.

These contradictory statements may be reconciled by the fact that the steamer was progressing at the rate of eleven knots per hour, and, consequently, they would feel a draught of wind caused by the steamer going at that rate through the water. The buggalow being of course a sailing boat, and being, as they state, quite stationary, would not have experienced any such draught of wind.

Neither the three look-out men on board the steamer nor the officer of the watch, aided by night glasses, could see any light on board the buggalow, although they could all see her mast and sails; and their evidence here as to lights is entirely at variance with that of the buggalow's crew.

Evidence was given by some of the crew of the buggalow that a torch had to be made when the steamer was closely approaching, that Essack Essa took two minutes to find the cloth and four minutes to make the torch.

A less time even in the finding the cloth and making the torch would, in our opinion, be sufficient for the collision to have taken place, owing to the rapid approach of the steamer.

Moreover, it has been stated by the witness Essack Moossa, the man who was looking out on board the buggalow, that the collision took place as soon as Essack Essa came with the torch.

We are of opinion that, if the torch was exhibited at all, it was when the buggalow was under the bows of the steamer and too late to be of any use.

It is also stated by a witness that the size of the torch was, from scarcity of rag on board the buggalow, no larger than a man's finger and the length of the flame when well lighted only one inch.

Such a light we regard as not only insufficient, but to be practically useless.

As regards the lights said to have been on the buggalow, we are of opinion that they were too few, and that they were very feeble and insufficient in compass, and that this collision has occurred in consequence of the small number of lights used on board the buggalow.

We are further of opinion that stringent rules should be passed, as soon as practicable, enforcing the carrying of better lights by native crafts; and that torches of sufficient size should be kept ready made; for, in the instance of this collision, the torch, such as it was, had to be made when the steamer was seen fast approaching towards, and in very close proximity to, the buggalow.

With regard to the "Mirzapore," we consider the order to "starboard the helm," when a sail was seen on the starboard bow was, at the time it was first given by the officer of the watch, correct. The subsequent order to "port the helm," when the buggalow was found to be crossing from starboard to port (and according to the evidence of the second officer there was a moderate breeze which would lead him to think she had some way through the water), was also right and proper. We are also of opinion that the steamer's head turned in answer to the order to "port the helm," and that the engines were stopped and turned astern, agreeable to the order given to that effect.

The orders given after the accident, and carried out for the rescue of the buggalow's crew, appeared to have been prompt and effective, and resulted in the saving of 12 lives. A poor child of eight or ten years old was, it appears, lost.

The want of success in saving the unfortunate child may be attributed to his youth, and to the fact that he was asleep at the time of the accident, as has been stated in evidence, and that the crew of the buggalow, among whom was his father, were too alarmed at the time of the collision to awaken the boy or to give him any assistance.

It was, moreover, unfortunate that they did not give information of his having been on board to the officers rescuing the buggalow's crew from the wreck until some time after the rest of the crew were saved.

On looking over the whole of the evidence, we cannot come to any other conclusion than that no blame attaches itself to the officers and crew of the "Mirzapore."

We, moreover, think that Captain Parish is to be commended for the promptitude with which he acted when he found that the steamer had struck the buggalow, and that the wreck of the buggalow was drifting past the steamer.

The officers of the "Mirzapore" also deserve credit for the promptitude and ability shown by them in carrying out the orders of Captain Parish, and we believe that it was owing to their exertions that there was only one life lost.

W. Webb,
Acting Senior Magistrate of Police.
F. Blackmore,
Surveyor to Messrs. Remington and Company.
J. G. Wodehouse,
Governor.
September 27th, 1875.

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## MORPETH," (S.S.), and "HUNTER."

It appears from the evidence before the Board that the steamer "Morpeth" and lighter "Hunter" were not seen by each other until a collision was inevitable, as the lighter was coming out clear of the brigantine "Kitty Coburn," when at the same time the steamer just came in sight clear of that vessel, too late to avoid the collision which the Board consider unavoidable, and that neither of the masters are in fault, and no further inquiry necessary.

D. T. Allan,
Chairman.

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## "NAMAQUA," (S.S.)

The facts of this case are few and simple and are not disputed. The "Namaqua" was a steamer belonging to the Union Company, and had been employed for the last three years trading between Table Bay and Port Nolloth, Captain Gibbs had been in her during the whole of that time, first as second officer, next as first officer, and latterly as acting commander. The ship's company consisted of the captain, first and second officers, and 22 others all told.

The "Namaqua" left Table Bay on her last voyage on the 28th of March last, at 1 o'clock p.m. At noon on the following day her position by dead reckoning was marked on the chart by the captain. The weather had been too cloudy and hazy in the forenoon to permit of chronometer sights being taken, but the officers were able to take the sun at noon, and thus obtain the true latitude, and the position pricked off on the chart for dead reckoning showed the ship to be eight miles inside the straight line drawn on the chart between a point four miles from the dangers off Paternoster, and the entrance to Port Nolloth. The first officer was relieved by the second officer at noon, and went below. At half-past 12 p.m a fog came on, which gradually increased. At 1 o'clock the captain and officers went to dinner leaving the deck in charge of the quartermaster; it appears that it was the usual custom for all the officers to go to dinner at the same time on board this vessel, although the practice is contrary to the company's regulations. At about half-past 1 o'clock the captain and second officer returned on deck. The fog had meanwhile become somewhat dense. The course was then altered by order of the captain, so as to take the vessel as he expresses it "well off the land." At this time the second officer reported to the captain that he thought he heard the surf, and states that the captain after listening replied that he did not think it was the surf.

The fog got thicker, and after 2 o'clock p.m. it was so dense that nothing could be seen much beyond a ship's length of the vessel. No alteration was made in the speed, which was then about 7½ knots. No look-out was kept forward, nor were any soundings taken, for the reasons given by the captain, notwithstanding that the longitude was uncertain, and that the second officer, who was in charge of the deck, had reported what he considered to be

the sound of surf. In fact, as the captains says in his statement, nothing unusual occurred until a few minutes before 3 o'clock p.m., when breakers were seen on the starboard bow, the second officer called out to starboard the helm; the captain jumped up from his seat on deck, where he had been reading a book, to assist the man at the wheel, but it was too late; the vessel ran right on to the rocks and was wrecked..

The captain attributes the loss of the vessel to the influence of unusual currents which he had never experienced before to such a degree. He also says that it is quite possible that the foggy weather may have affected his compasses. The former reason appears, however, to be the one principally relied on by him. Having given these matters every consideration, and having carefully weighed all that has been said by the witnesses, it appears to us, that considering the very dense fog prevailing at the time, the uncertainty of the vessel's position, in consequence of its having been, as alleged, impossible to obtain chronometer sights that morning; the near proximity which the vessel was known to be to a dangerous coast on which she had on two previous occasions been ashore during foggy weather (one is mentioned by the chief engineer and the other by the captain in Court), and the belief expressed by the second officer that he heard the surf, the captain was to blame in not trying to get soundings, or keeping a proper look-out forward, or easing the vessel, or in fact, taking any precaution that he would not have taken under ordinary circumstances had the vessel been in the middle of the ocean.

We are therefore of opinion that the loss of the "Namaqua" was caused by the wrongful act or default of the captain in the navigation of the vessel, and that his certificate should be suspended for two years.

As the vessel was in actual charge of the captain at the time she went on shore, we do not consider the second officer, whose watch it was, can be held in any way responsible for what occurred, and his certificate is therefore returned.

JAMES M. CROSBY,
Acting R.M.

T. NESHAM, Lieut. R.N.,
Nautical Assessor.

Confirmed.

HENRY BARKLY,
Governor.

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## "NAVAL BRIGADE."

Shipping Inspector's Office,
Cooktown, Queensland,
3rd August 1875.

SIR,

I DO myself the honor to enclose herewith depositions taken at an inquiry held by me into the circumstances attending the loss of the British barque "Naval Brigade," 554 tons register, of London.

The "Naval Brigade" cleared the Customs at Townsville for Batavia on the 21st July ultimo, left her anchorage at Cleveland Bay on the morning of the 22nd, and went ashore between the Southern Hummock and N.W. island of the Frankland Group, where she now lies a total wreck, on the evening (7.15 o'clock) of the 23rd.

You will perceive by the evidence that Captain Merrilees attributes the loss of his vessel to the existence of a reef not defined on his chart, extending, he states, along the western side of the N.W. island of the Frankland Group. That shoaler water extends further from the side indicated of said island, the whole of the evidence would appear to prove; but that shoal water extends from the island to the distance stated by Captain Merrilees is not sanctioned by my opinion, as the wreck lies within 230 yards at low water of the beach, the Australian Co.'s "Victoria" and other vessels having passed quite close to it within the last few days.

Captain Merrilees appears to have been at his post from the moment the Frankland Islands were sighted, and states that he intended to have anchored under the lee of the N.W. island of the group.

This statement, however, that the South Hummock bore from him due east, distant two (2) miles at 7 o'clock p.m., and that in a few minutes, while steering a N.W. by N. course, he found himself in shoal water, and ashore in his present position, cannot, in my opinion, be accounted for in no way consistent with reason. I enclose herewith a tracing of the vessel's relative position with the islands in her vicinity.

The second officer (Mr. Parnell) states in one part of his evidence, that land descried ahead a little before the lead discovered the vessel to have been in 3½ fathoms, was a small island which the vessel passed on the starboard hand when the helm was put to starboard, and that almost immediately after the vessel was "brought to," and that this island bore S.E. from her. This statement, together with the vessel's present position, would appear to show that the northernmost of the two rocks lying between the South Hummock and N.W. island of the group, was the land seen ahead, and the impossibility of its being a mile distant when seen right ahead of a vessel steering N.W. by N., which vessel immediately starboards her helm, is "brought to" in a few minutes, and finds that their relative positions are exactly exchanged.

It is true that Parnell states again that the N.W. island was the one seen ahead. Even so, it does not disprove or upset the inference deducible from his evidence, viz., that Captain Merrilees attempted to pass through the wrong passage.

If Captain Merrilees was correct in his statement, that at 7 o'clock p.m. the South Hummock bore from him E., distant two miles, the vessel would, with a N.W. by N. course, have cleared everything. My opinion is that Captain Merrilees was considerably nearer to the island when he took his bearings than he states, or perhaps imagined; being thick at the time and dark, he could scarcely see that distance; that he mistook the N.W. island of the group for High Frankland, attempted to pass through the apparent channel between the former and the South Hummock, and only discovered his error when the northernmost of the rocks lying between these two islands was seen right ahead.

It also appears plain that Captain Merrilees was thorough master of his position, when he found himself in 3½ fathoms with a vessel drawing 12 feet 3 inches, and that by extending his spanker and setting a few head sails when he starboarded his helm, he would have deepened his water by standing perhaps his vessel's length, or at most two, to the westward.

I am also of opinion that Captain Merrilees left Townsville with an insufficient as well as an inefficient crew, fifteen (15) all told, which only included four (4) A.B.'s, many of those classed as O.S. having never previously been to sea. This fact alone would almost render it impossible for Captain Merrilees to extricate himself from any difficulties he might possibly encounter going through the inner Torres Strait route.

Captain Merrilees appears also to have displayed great want of caution in not letting go his anchor when it set in thick at 6 p.m., being so near the islands with a large vessel and an inefficient crew, expecting to sight them again, being simply a matter of hazardous chance.

I regret to have to state that during my knowledge (since the 31st ultimo) of Captain Merrilees, his conduct has not been such as to warrant me in viewing his actions without distrust. He has made every effort in his power, through his solicitor, to invalidate the inquiry.

The second officer gave his evidence in a very hesitating contradictory manner, and I have reason to believe that the chief officer, carpenter, and himself have combined to throw as little light on the subject of the inquiry as possible.

One of the purchasers who has returned from the wreck informed me that the vessel's hull lies within 230 yards of the beach at low water, and that immediately outside her stern the water suddenly deepens.

The tracing herewith enclosed has been made at my requst by Captain Deerness, of the schooner "Milton Badger" who passed quite close to the wreck a few days after the occurrence, and is the result of a hasty observation.

This inquiry has been held by myself, owing to the pressure from the public on the 31st July at the Customs. I was compelled to hold it for a few hours at the police office, kindly placed at my disposal by the police magistrate. The remainder of the inquiry was held in my own office. My opinion is, that Captain Merrilees alone, not the charts, is responsible for the wreck of the "Naval Brigade."

I have, &c.,
B. FAHEY,
Shipping Inspector.

The Chairman of the
Marine Board,
Brisbane.

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Shipping Inspector's Office,
Cooktown, Queenstown,
4th August 1875.

SIR,

I DEEM it my duty to bring the following circumstances in connection with the loss of the "Naval Brigade" under your notice.

Captain discharged his crew after their evidence had been given at the inquiry, late in the evening of the 3rd instant, at this (Customs) office.

From what had transpired during the settlement of wages between the chief officer, carpenter, and the master, and other matters subsequently brought under my notice, I deemed it necessary to see those men, and at 11 a.m., 3rd instant, I called where they stayed, and saw the chief officer. I asked him for an explanation of certain statements I had been informed he had made since his settlement with Captain Merrilees, when he stated as follows. I noted his words at the time.

"We sighted the Frankland Islands 4.30 p.m. on the "3rd instant; 6.30 p.m. the South Hummock was right "abeam (starboard). I then saw the N.W. island dead "ahead, distant about two (2) miles. I then remarked "to the captain, this passage is only two (2) miles wide, "it cannot be the right passage. He, the captain, was on "the forecastle at the time, as I saw he was steering for "the passage between the N.W. island and South Hum-"mock; the captain replied, 'Mind your own business, "I know what I am about, I am no fool;' by this time the "north portion of the N.W. island was on the port bow "20 minutes after the vessel struck" I asked why he did not disclose this information in his evidence at the inquiry. Reply, "I then understood that Captain Merrilees would "pay the passages of the carpenter, second officer, and "myself to England, and I thought I would'nt injure the "old chap, but now I find he is not worthy of being "shielded." These statements the second officer, carpenter, and himself promised to verify on oath next morning at my office, instead of which they left per the "Victoria" S.S. for Sydney.

These facts came under my notice after I had written my report, although at the termination of the inquiry I gravely suspected they knew a great deal more as to the facts than I could possibly elicit, although the chief officer stated in answer to the captain's question, that the vessel went ashore because of the inaccuracy of the chart.

I have &c.,
B. Fahey,
Shipping Inspector.

The Chairman of the
Marine Board,
Brisbane.

## "NORTHERN CHIEF."

It appears from the evidence of the mate, Wm. Evan Evans, and that of the master, together with the ship's log-book, that when off Cape St. Francis the ship encountered a heavy N.W. gale, with squalls, in one of which she was thrown nearly on to her beam ends, and that to put her before the wind, and rescue her from this perilous position, the foretopsail, main topmast, and mizen staysails were cut away. While thus disabled the bulwarks were washed away, and rails smashed, and, to relieve the decks of water, some of the bulwarks were broken through, by which the vessel, upon the moderation of the gale, was enabled to reach Port Elizabeth in safety.

The Court attributes this casualty to the violence of the gale, which has been general on this coast, and not to the default of the master or crew; the certificate of the master, No. 93,691, is therefore returned to him.

E. Philpott,
Resident Magistrate.
F. Skead,
Assessor.

Confirmed.
Henry Barkly,
Governor.

## "NOWRA," (S.S.), and "HARP."

The Board having held an inquiry into the circumstances attending the collision between the steamer "Nowra" and the punt "Harp" on the 6th of August, near the junction of the Brisbane and Bremer rivers, and having heard the evidence of the masters of both vessels, as well as that of the one other man on board the punt, and of the engineer and the fireman of the "Nowra," find that the punt "Harp," having taken in a load of gravel, was anchored at or near the usual anchorage in that locality awaiting a favourable tide, and that the steamer "Nowra" was on her way from Brisbane towards Ipswich, and that the latter vessel in endeavouring to pass between the punt and the south bank became unmanageable, owing to getting into shallow water, and ran into the punt, causing considerable damage. The punt was warped nearer the shore, where she sank, and the master then left her, leaving, however, one man in charge.

The master of the "Nowra," after his return to Brisbane, brought up men and succeeded in pumping out the punt, and had her towed down to Brisbane by the steamer "Leonie."

The Board find that the collision was caused by the master of the "Nowra" not keeping the starboard shore on board, according to the 32nd clause of the Steam Navigation Act, and that the blame must therefore rest upon him; they, however, desire to record their opinion, that after the unfortunate accident everything that could be done towards saving the "Harp" was done, and done successfully, by the master of the "Nowra."

The master of the "Nowra" holds no certificate.

H. G. Simpson,
Commander R.N.,
Chairman.

## "OBERLIN."

The official Court held at Melbourne on Tuesday the 26th day of January into the cause of the wreck of the "Oberlin" on the Hogan's Group, on Sunday the 10th instant, is of opinion that the loss of the vessel is attributable to the default of the master in shaping a course in such thick weather which would under the circumstances have brought the "Oberlin" into dangerous proximity with the Hogan's Islands and the outlying dangers, and deem that Captain Theodore Anderson's certificate should be suspended for a period of three calendar months from this date.

Charles B. Payne,
Chairman.

## "OCEAN MAIL" and "CREDITO."

*Opinion.*

The Italian vessel ought to have ported her helm instead of crossing the bows of the "Ocean Mail," therefore, in the case of the collision, I consider that the Italian vessel is to blame, and with regard to the damage sustained by the "Ocean Mail," I do not think that it was of sufficient extent, seeing that the hull was not injured, and that he had spare spars and anchor on board, to warrant his putting into port.

Thomas Hill,
Principal Officer of Customs.

## "ORESTES," (S.S.)

From the bearings on which the broken water of the Whale Reef, and the ships in the roadstead were seen, it is clear that the "Orestes" struck on the Gindura Reef. The master states that he believes that there was a strong mirage. There is no evidence in support of this belief, but there is a concurrence of testimony proving that the atmosphere was clear, and that there was no haze. The master desired the Court to examine Captain Hector, an officer of experience commanding the Peninsular and Oriental steamship "Bangalore." This steamer reached the Port of Galle on the morning after the wreck. Captain Hector's evidence was given in a careful and reflective manner. He states that he was considerably out in his reckoning as to the distance of his ship from the shore, but that there was that morning considerable haze. As soon as he could do so, he took cross bearings. On the other hand, he states that supposing the weather to have been clear and without haze, he cannot imagine a man of any experience being three and a half miles out in his calculation of distance. When the "Orestes" struck the weather was clear and without haze and yet this miscalculation was made by the master of the "Orestes." The Court would willingly make allowances for a mere error of judgment, but where that error occurs from the neglect of ordinary precautions no excuse can be accepted. Captain Hector took cross bearings as soon as he could do so, but this the master of the "Orestes" utterly neglected to do. As there was no necessity for being so close to the coast, there can be no excuse for it, but if the master believed that there was a

mirage, it was more clearly and imperatively his duty to have stood further out and not to have hugged a shore which his books, if not his experience, must have told him was dangerous. The Court is thus driven to the conclusion that the loss of the "Orestes" was due to the default of the master, and so regarding it the Court suspends the master's certificate for 6 months.

LIONEL LEE,
Acting District Judge of Galle.
DAN. BLYTH,
Nautical Assessor.

## "P.C.E."

After hearing the evidence relative to the loss of the barque "P.C.E.," the Local Marine Board find that due caution was used in bringing the ship to the wind at an assumed safe distance from the land, but, owing to the violence of the gale, sufficient sail could not be carried to clear the land, consequently the vessel drove on shore.

They therefore attribute no blame to Captain Brown or his officers, and recommend that their certificates be renewed.

W. F. WEATHERILL,
Secretary.

## "PEACOCK."

The Marine Board held an inquiry into the circumstances connected with the wreck of the ketch "Peacock," official number 32,377, which took place at Camden Haven on the 21st ultimo. The vessel was 20 tons, registered in Sydney, owned by Mr. John Gogerly, and insured. She was on her voyage, timber laden, to this port, and was lost by the wind failing her at a critical time, when she was attempting to get to sea. The Board came to the conclusion that no evidence had been adduced on which to found a charge against John Simmonds, the master of the vessel.

FRANCIS HIXSON,
President.

## "PENOLA," (S.S.), and Yacht "HYGEIA."

The Court is of opinion that the collision between the steamer "Penola," and the yacht "Hygeia," on the morning of the 21st December 1874, was occasioned by the master of the "Hygeia" neglecting to have the regulation starboard side light in position.

R. H. FERGUSON, S. M.
J. W. SMITH,
Nautical Assessor.

## "PIONEER," (S.S.)

The Marine Board held an inquiry into the circumstances attending the loss of the "Pioneer" steamer, which occurred on the 27th ultimo. The vessel was a screw steamer of 33 tons, 14 horse power, registered in Adelaide, and owned by Mr. Vickery, of Sydney. She was overtaken on her passage between Sydney and Wollongong by the late heavy weather, and in attempting to return to this port was driven on shore at Curranulla Beach, between Botany and Port Hacking. The Board did not see any grounds for charging Charles Edler, the master, with default for the loss of his vessel.

FRANCIS HIXSON,
President.

## "PIRATE."

Having been appointed by a letter from the acting chief secretary to Government, dated 7th September 1875, to make an inquiry into the conduct of Mr. Gio Battista Spiteri, the master of the barque "Pirate," of Malta, 419 tons registered burthen, which took fire at sea, I have the honour to report for his Excellency's consideration the following result of the inquiry.

I held several sittings in one of the halls in the court of the magistrates of judicial police in Valetta, with open doors, at which sittings Captain Spiteri always attended, occasionally assisted by his legal adviser, Dr. Ruggiero Sciortino. The shipping master, Mr. Melitone Carnana, or when he was prevented from attending, another officer in his stead was also present, taking part in the proceedings. Some of the insurers as well of the barque as of the cargo attended at times, free admission to the Court during the sittings being given to all. I examined, not on oath, Captain Gio Battista Spiteri, and on oath all the witnesses produced by the captain and the shipping master, and I also minutely examined all the documents exhibited to me by both parties. I attentively traced the conduct of the captain in all that occurred and was done on board of the barque, with a view to investigate chiefly, whether he had by any wrongful act of his, or by his default, caused the loss and the abandonment of the ship under his command; and whether he had committed any other act for which he might be blamed in this disastrous case; and I submit herein my humble opinion as to the charges laid against him.

1st. It has been alleged that the fire broke out in consequence of the bad condition of the cargo.

On the 14th August 1875 Captain Spiteri sailed from the great harbour of La Vallette with the barque "Pirate," in ballast, for Tripoli, there to receive from Messrs. Guiseppi and Francesco Brothers Galea, of Tripoli, on account of the owner, Mr. Andrea Cassar, a cargo of dried esparto grass, made up in bales, which he had to convey thence to Cardiff by the said vessel. The cargo delivered to him at Tripoli consisted of 1,065 bales, of which 108 were carried on deck, and the rest was stowed in the hold. The captain, according to the practice adopted in like cases, caused some bales to be loosened, purposely, in order that the stowage should be better worked out. Notwithstanding that he expedited to the utmost the loading, it occupied about 10 days, preceding the 30th August last.

From the evidence and documents produced, it has resulted that the grass was sufficiently dry, although in some parts of it there seemed to be some portions still green. It had been for two months previous to its shipment laid up in a warehouse, where a considerable quantity of the same grass still exists. Captain Spiteri produced besides oral evidence a sworn declaration made before Her Britannic Majesty's Consul, at Tripoli, by the men who stowed the cargo, to prove that it was shipped in good condition. Although this declaration would not probably according to our laws be attended to, as it lacked the required form, it is, however, to be observed that no evidence or documents have been produced to the contrary, and the evidence of Mr. Francesco Galea, of Tripoli, removes all doubts upon the subject, and bears out the statement made by the stowers in the declaration above referred to, even as regards the bale which fell into the sea, and was refused by the captain. The loading was effected in the same way, as usually practised in the roadstead of Tripoli, when such cargoes are shipped. The captain as well as the mate attended regularly at the loading in order to prevent the men from smoking during their work, or near the grass, and indeed, it does not appear either from the documents or from the evidence that any of the seamen or stowers smoked on board during the time and in the places in which the captain had forbidden them to smoke. Whilst the bales were being conveyed from the shore to the barque some of them got naturally slightly wetted by the spray of the sea, owing to a wind that prevails at certain hours in that roadstead, causing the sea to become high and rough. It also resulted that the captain took the precaution of exposing to the sun such bales as were wet, and that he recommended the men to avoid any of the bales from getting wet; he even complained of and remonstrated with the porters for it, and warned them to take greater care.

Considering these circumstances and the fact that it would be positively absurd to attribute the burning of the cargo to the bales having got wet to whatever extent during the loading, which had been completed only a few days before the appearance of the fire, the imputation as to the breaking out of the fire on account of the bad condition

of the cargo, whether proceeding from the bales getting wet, or from any other cause has not in my humble opinion been in any way substantiated.

2. A report was circulated in town that Captain Spiteri had been aware, prior to his departure from Tripoli, of the existence of the fire on board his barque, and that he had steered the ship towards Malta in order to save his life.

Respecting the first part of this imputation several witnesses were produced in its support; viz., Mr. Luigi Sammut, one of the insurers, Gio Battista Desalvo, the cabin boy of the barque, and Mr. Francesco Felice and Mr. Ruggiero Falxon, two relatives of another of the underwriters. It does not at all appear from their evidence that there existed either fire or smoke on board the barque previously to her departure from Tripoli. The words used by the cabin boy in Mr. Felice's shop, and on which the report was based, have been considerably misconstrued. His evidence given before me far from confirming that report dispels all doubts on the subject. I did not succeed in ascertaining how the cargo caught fire, which was observed for the first time by the carpenter of the ship whilst lying down to rest on Saturday the 4th of September last at about 3 p.m. Captain Spiteri, however, considers that the fire was spontaneous; and in support thereof he produced several witnesses. From the evidence of Mr Oloff Frederick Gollcher, Mr. Jacob di Joseph Tajar, and Mr. Raf Cassar, merchants at Malta, who have carried on business in esparto grass, it has resulted that this grass is greatly subject to spontaneous combustion, yet looking to the evidence of Mr. Francesco Galea, of Tripoli, one can hardly consider such combustion to have been spontaneous.

In regard to the second part of the same charge, I have to observe that from the ship's log-book, which is regularly kept, and from which I ordered Captain S. Staines, a sub-inspector of marine police, to make an extract, it results that the barque, with the winds she encountered from the day of her departure from Tripoli on the 30th August last, to the time of the first appearance of the fire, must have necessarily been in the position in which she was; that is to say, 23 miles N.W. by W. of Gozo.

From the foregoing circumstances it is obvious that the report in question was entirely unfounded.

3. The next question I undertook to examine is whether Captain Spiteri did as much as lay in his power to do all that he was bound to do, and all that prudence suggested to be done, in like disastrous cases for the safety of the ship.

Captain Spiteri, on the 30th August, left Tripoli for Cardiff, the ship then being in every respect fit for the voyage. On the 4th of September at about 3 p.m. the carpenter perceived that fire was issuing from the hold into the forecastle. He immediately reported the circumstance to the captain. The crew hearing of this, used, as was natural, their best endeavours to carry away all their clothes and effects. Some succeeded in saving a portion; others absolutely nothing, including the carpenter, who lost also all his tools. They proceeded for any emergency, as prudence suggested, to lower and launch the boats, wherein they afterwards put the effects saved, besides the ship's papers, charts, and instruments. Meanwhile the captain ordered the forecastle companion to be shut and covered with a sail, the better to exclude all external air from below. He ordered, moreover, all the spirits to be cast overboard, changed the vessel's course in the direction of Malta, set the sails to the wind, which was then favourable, and ran up the flag of distress. About an hour later the English steamer "Laura Gillies," E. H. J. Preston, master, which was standing to the westward not far off, bore down upon her; and on getting close the captain despatched his chief mate to offer Captain Spiteri any assistance he might require. Captain Spiteri and all his crew affirmed before me that he asked for towage assistance into the Port of Malta; but he states in his sea-protest that he asked for towage assistance not into the Harbour of Malta, but to the proximity of the island. Captain Preston offered to tow the barque into the port, and Captain Spiteri acceded thereto, it appearing to them that the fire would have given them time to get the barque into port. Consequently a tow-rope was passed from one ship to the other, and some time after the towage was commenced, Captain Preston, finding the rope chafing by the strain on it, hailed the barque to supply him with another tow rope. As soon as the towage had recommenced with both ropes, the first one parted, and the towage was afterwards carried on by means of the second rope alone. During the towage the sails were kept set so long as the wind blew favourable, but they were immediately brailed up when it changed and headed the barque. On one occasion Captain Spiteri ordered the sails to be furled, but none of the crew dared go aloft for fear of the fire burning down the masts, as it had already appeared round the mainmast and other places. As time elapsed the fire increased till it became so widespread as to compel the crew to resolve on abandoning the ship, which they did at about 1.30, at a distance of about six or seven miles from the harbour. By that time Captain Preston had already slipped the tow-rope, as the barque was all in flames, and after having received the crew of the "Pirate" on board, he steamed towards Valetta Harbour, where he moored at about 3 a.m. on Sunday the 5th of September last. As soon as Captain Spiteri had been admitted to free pratique at about 4 a.m., he went directly to Mr. Cassar's apprising him of the occurrence, and the latter, with the consent of the underwriters, had the ship towed into St. Julian's Bay, where she was sold by public auction.

The chief mate of the "Laura Gillies" sent from the barque to his captain various messages concerning the conduct of Captain Spiteri and the crew, which made Captain Preston determine to draw up his sea-protest in the acts of notary William John Stevens. The shipping master reported the matter to Government, and I was appointed to conduct the present inquiry.

In examining Captain Preston's declaration in his sea-protest, I observed that it could not be attended to as it was not made on oath, and before a competent authority, and still more, because he stated facts that had been simply reported to him by others, who likewise had not affirmed to those facts on oath and before such authority. The Board of Trade, however, procured to have the depositions of Captain Preston and others of his crew taken in a regular form; and the relative documents having been forwarded to the Government, were communicated to me. As Captain Spiteri could not avail himself of the right of cross-examining Captain Preston and the other witnesses whilst deposing before the Board of Trade in England, he being at the time in Malta, and as just at the time of the receipt of the aforesaid documents, Captain Preston and other deponents happened to call at Malta for the purpose of replenishing fuel, on their outward passage from England to Constantinople, I proceeded at once to take their evidence according to the existing laws of these islands, in the presence of Captain Spiteri in order to afford him the opportunity of cross-examining them.

From the deposition of the chief mate of the "Laura Gillies," serious complaints arise as to the conduct both of Captain Spiteri and his crew.

Referring to him the mate states chiefly—

(*a.*) That he (Captain Spiteri) did not want to have the barque towed into the Port of Malta, as she was only worth a 1,000*l.*, and as both the owner and himself would be thereby ruined.

(*b.*) That he (Captain Spiteri) energetically refused to take in certain sails during the towage and to unbend others, when circumstances required it.

(*c.*) That he even went so far as to say that he hoped the ship would go down off the harbour, and that otherwise he would cut the tow line before her entering port.

The mate further stated—

(*d.*) That he saw Captain Spiteri raising several times the skylight flap, and that such a circumstance would, according to his judgment, aid the fire.

As regards the crew, the mate stated that they refused doing on board any work, either to clew up and take in the sails, or to get the anchor over the bow ready to be dropped. But as the inquiry concerns only the conduct of the captain, I consider it out of place to offer remarks upon the conduct of the crew.

Captain Spiteri denies all that has been stated by the mate against his conduct, and he especially asserts that he never used to him any such words as reported by him. But his denial cannot, in my opinion, have much weight, as he proved to be incorrect in his statement, when he asserted before me, that up to the 28th August he was unaware that either the ship or the cargo were insured, whereas from the evidence of Mr. Andrea Cassar, the owner of the ship, it clearly appeared that the latter had made known to him that fact on the same day of the ship's departure from Malta, which took place on the 14th August last. He endeavoured to rebut the mate's imputations by asserting that he never said, did, or omitted to do anything like that, which would have resulted to be in opposition to the precautions taken by him to save the ship, cargo, and lives since the very first appearance of the fire. Had he not entertained, he remarks, such intention, he would not have steered the ship towards Malta, set all sail to the favourable wind, shut the companion and covered it with sails, nor would he have hoisted up the flag of distress and asked for towage assistance to Malta, whereas to save his own life and that of the crew he had the ship's boats, which would have proved to be sufficiently fit for that purpose, as the ship was not far off from the island, and the wind happened to be at the time favourable.

These remarks do not weaken in the least the mate's evidence, still more so considering that he in giving that evidence did not evince any signs of altering the truth, and that important circumstances concur to corroborate and put that evidence past doubt. The captain's remarks can only demonstrate that he intended, at least at the commencement of the disaster to save ship, cargo, and lives, but it is to be remarked that that intention might have been afterwards changed according to circumstances, as it appears that it had been really changed.

The truth of the mate's assertion as to Captain Spiteri's reluctance to have the barque, according to the determination of Captain Preston, towed into Malta Harbour because she was only worth about 1,000*l.*, and both the owner and himself would thereby be ruined, becomes more evident as one observes the coincidence of the facts that have taken place.

Mr. Andrea Cassar, the owner of the ship, in his evidence given before me, stated that on the day of the ship's departure from Malta, whilst handing over to Captain Spiteri some money and recommending the barque to his care, he had informed him that the ship was insured for 1,000*l.*, but that he did not recollect whether he had besides informed him of the other circumstance that the ship was insured against total loss.

It is here to be remarked, in the last part of this statement, that besides being very natural that Mr. Cassar had then acquainted his captain with that circumstance, as he recommended the barque to his care, it is also to be presumed that Captain Spiteri, who had been in Mr. Cassar's service for a time long enough to make him know the way in which his shipowner conducts his business, was aware of that circumstance from the fact that Mr. Cassar has been always in the habit of insuring all his ships under that clause; and if Mr. Cassar made no mention of that circumstance it was simply because he had reasons to suppose that Captain Spiteri had full knowledge of it. It is beyond doubt that the barque was insured at Malta for 1,000*l.* and against total loss.

In the course of the towage, as time passed away, the fire spread more widely, consuming always more and more the ship and causing greater damages. Captain Spiteri himself stated that the fire was continually increasing, and therefore he must then have imagined that the best resort for him to adopt, in the interest of the owner, would be the total loss of the ship rather than to have a portion of her saved, thinking that the insurers would, in the former case, have to bear the loss for the whole amount insured of 1,000*l.*; when, on the contrary, in the latter case the loss would be borne solely by his owner. Captain Spiteri is not in a condition to comprehend what the clause total loss implies, otherwise than what the two words literally mean. And thus the motive is explained, which induced Captain Spiteri not to wish to have the barque towed into the Port of Malta.

The mate stated that Captain Spiteri assigned as one of the motives for which he objected to have the barque towed into the port, "that she was worth only 1,000*l.*"

As this motive appears primâ facie to be somewhat absurd, giving one to understand that Captain Spiteri preferred to abandon the ship only because she was not worth more than 1,000*l.*, I deem it proper to offer some elucidations on the matter.

Captain Spiteri in mentioning the 1,000*l.* could not have meant to speak of the value of the ship as it seems to be stated in the mate's evidence. The real value of the ship exceeded without doubt that amount, and Captain Spiteri was thoroughly aware of that fact. He therefore in making use of the expression that "the ship was worth 1,000*l.*," must needs have meant to speak, not exactly of the worth of the ship, as the words themselves would purport, but rather of the amount for which she had been insured, the 1,000*l.* mentioned by Mr. Cassar having referred only to the insurance of the ship.

Besides Captain Preston in his evidence given before me on the 27th October 1875, makes no mention of any message despatched to him that alludes to an insurance; nor did the chief mate state when giving his evidence before me on the aforesaid day that Captain Spiteri had ever told him anything about insurances. But Captain Preston in his sea-protest, made in the acts of notary W. J. Stevens on the 5th of September 1875; that is to say, one day after the occurrence of the disaster, at which time he had a perfect recollection of all the circumstances of the case, stated that it had been reported to him by his chief mate that Captain Spiteri had said to the latter that "although the cargo might be insured, the owner of "the vessel would be a ruined man, and at the same "time he (Captain S.) stated the vessel itself not to be "worth more than about 1,000*l.*" From which statement it clearly appears that Captain Spiteri had really mentioned the insurance to the mate, and that he spoke of the 1,000*l.* after he had said that "the cargo might be insured." Captain Spiteri knew well at that time that the ship had been insured, notwithstanding that he denied before me ever having known that circumstance, and having used such expressions to the mate.

From these considerations I believe it is evident that Captain Spiteri in mentioning the 1,000*l.* intended only to speak of the amount for which the ship had been insured.

The other motive alleged by Captain Spiteri for objecting to have the barque towed into the Port of Malta was that "both the owner and himself would be ruined men."

Captain Spiteri, as stated above, must have imagined that if the ship should be totally destroyed, the loss would be borne by the underwriters; whereas, in the other case, namely, if a portion of her were saved the loss would be wholly borne by the shipowner only, and therefore Captain Spiteri said that the owner would be a ruined man, because he thought that were the ship towed into the harbour some portion of her would necessarily be saved, and that consequently according as he comprehended the clause "total loss" to imply the shipowner would receive no amount whatever from the insurers.

The other allegation of Captain Spiteri that "he himself would be a ruined man" is explained by the circumstance that when Mr. Cassar recommended the ship to his care on the day of her departure, the captain promised him to take care of the ship as if she were his own, and in consequence he considered himself more bound, by reason of this promise, to act in the way deemed best by him, in order to promote the interests of his owner.

All circumstances substantiate the evidence of the mate, who could never have concocted facts agreeing with what actually occurred, especially in mentioning the 1,000*l.*, for which the ship has resulted to have been insured.

The evidence of the mate, besides its own weight, as such contains, in my opinion, the greatest characteristics of truth. The facts explain the earnestness of the captain to abandon the barque off the harbour, as the best resource in the interest of the owner under the circumstances above mentioned.

The mate also stated in his evidence that he had asked Captain Spiteri to take in certain sails, and that the captain strongly refused to do so.

The mate must have been then unaware, and indeed there is nothing to the contrary, that the captain had immediately after the wind changed and headed the barque, ordered the taking in of the sails, but that the crew fearing that the masts would be burnt down during the time they were aloft, as the fire had widely spread, and had caught the heels of the masts, refused to go on them and expose themselves to manifest danger. What seems to be rather singular is that Captain Spiteri had not made that circumstance known to the mate, who undoubtedly would not then have attributed the refusal to him.

These facts explain, I believe, the reasons for the refusal of the captain to take in the sails.

The mate further stated in the same evidence, that finding smoke coming up from the after hatchway, he asked the captain to let his (the mate's) men unbind the mizen staysails, and that the captain answered that he wanted to abandon the ship, and that they had better go away and leave him to himself.

The mate does not state the grounds on which the captain refused to unbind the sails, but they are explained in the evidence of the second mate, who states that when the order was given to unbend the staysails, and to try to extinguish the fire, the captain observed that it was useless, as the ship was already on fire. If, on the other hand, it is positive that by unbending those sails, as prudence suggested, the captain would not have succeeded in saving the ship; on the other it is also positive that by keeping them set he might only have accelerated the destruction of the ship, because the fire had broken out in close proximity to the sails; and for this reason they might easily have got in flames, especially as the wind had headed the barque.

In such case the fire would soon be communicated to the other sails and to the masts, which would then speedily set the whole ship on fire. Thus another instance is given of the earnestness of the captain to abandon the barque off the harbour.

I have tried in vain to discover the grounds which induced the master of the barque to give such a harsh answer to the mate who had kindly come on board of the barque, solely to offer his services and assistance. It appears that the only motive was that the captain sought to get rid of the crew of the steamer from on board his ship, in order to be at liberty to work her with a view of abandoning the ship off the harbour.

Although in my opinion Captain Spiteri may be blamed for having omitted, or rather for having refused to do what may be considered as a necessary precaution against the spreading of the fire, I may, however, state that when the fire had extended fore and aft, her getting into flames occurred independently of the refusal of the captain to unbend the sails above mentioned.

With regard to that part of the mate's evidence, wherein he stated that the captain had told him that he (the captain) hoped the ship would go down off the harbour, and that if not, he would cut the tow-rope before her entering the port, I have only to remark that taking no notice of the words uttered by the captain expressing his hope about the ship's foundering, any further than that they betray still more the intention of the captain to abandon the ship off the harbour, his determination of cutting the tow-rope was not carried into effect, whether it proceeded from his own will, or from any other cause; which circumstance, however, does not, in my opinion, lessen the blame attributable to him for his intention to abandon the barque off the harbour.

The last imputation arising from the mate's evidence, and perhaps the gravest of all, is that the captain had been seen by the mate raising several times the skylight flap, and that such a thing, according to the mate's judgment, would aid the fire.

Captain Spiteri denies the assertion of the mate, and alleges that during the towage he never opened the cabin skylight, and that there was no communication between the hold and the skylight. In support of his allegation, the captain produced as witnesses, Guiseppe Galea, Guiseppe Scabbolendi, and Captain Stephen Staines; but their evidence in no wise contradicts, in my opinion, the mate's, it being not improbable that in such a confusion as must have prevailed at the time on board of the ship, some acts of the captain passed unnoticed. But be it even taken for granted that the captain had really opened the skylight, it is beyond doubt that he, by so doing, could have caused no damages, because it is certain that there existed no communication between the hold and the skylight, and also because the mate does not state that the captain opened the skylight after the appearance of the fire in the cabin. Hence it may be deduced, that the object of the captain in so doing was merely to see whether the fire had broken out in the cabin.

I have lastly to remark, concerning this charge, that it seems to me not at all extraordinary if the mate, scandalised by the conduct of the captain, thought that the latter had opened the skylight flap for the purpose of introducing air below, and feeding thereby the fire.

4. The last charge against Captain Spiteri's conduct in this case is that brought forward by the shipping master who charges him with having neglected to make a jetison of the 108 bales carried on deck, in order to effect the cutting of apertures on the same deck and pour in water to extinguish the fire, or at least to prevent its rapid progress in the hold.

The captain pleaded in his defence the impracticability of such an operation, as he had neither any tools wherewith to cut the deck, those of the carpenter being then in the fire, nor any pumps, with which to raise water from the sea, it being, as he asserted, utterly fruitless to endeavour to save the ship by throwing in water by means of buckets.

Although the captain's allegation is consistent with the facts, even perhaps as regards the uselessness of throwing in water by means of buckets, as the mate also stated, yet it is positive that when an opportunity was offered to him he took no pains of seeking to procure from elsewhere the means for attaining that end.

When Captain Preston despatched his chief mate to ask Captain Spiteri what assistance he required, Captain Preston set no limits to the assistance he offered; he tendered assistance for anything that might be required. And, therefore, in my opinion it was Captain Spiteri's duty to ask then besides towage assistance, also for means to extinguish the fire, or at least to check its progress; he ought, in fine, to have asked for tools and hand pumps, and even for hands if he considered his crew insufficient on account of their number to perform that work.

It is unquestionable that that end would have been attained by means of pumps. Captain Spiteri knows well that steamers may be furnished with hand pumps, and therefore he ought to have thought that the "Laura Gillies" might too have been provided with some.

Though Captain Preston could not have supplied him with any, as he had none on board, that circumstance, however, was not known by Captain Spiteri at the time when he sent his answer to Captain Preston, that he required only towage assistance, and consequently it was not on account of that circumstance that he did not ask for hand pumps; in fact he never asked for any during the whole time of the towage, notwithstanding that that circumstance had never been communicated to him.

But apart from the consideration that Captain Spiteri could not extinguish the fire by means of pumps, as he had and could have none at the time, who can say, notwithstanding the opinion of the mate to the contrary, whether by the unremitting exertions of the crew, and of hands that Captain Preston might have lent, by cutting the deck of the ship by means of tools which the latter, if required, would have furnished, as he himself stated in his evidence, and by throwing in water even by means of buckets, Captain Spiteri would not have succeeded in a sea so smooth as it happened then to be, if not entirely to quench, at least to check the progress of the fire, so as to give time to the ship to get into harbour, where she might have been scuttled and saved from entire destruction? He knew well the place whence the fire had broken out, and the knowledge of such a circumstance is of great advantage in like cases. But he did nothing and tried to do nothing to extinguish the fire, which he left to itself, working out the destruction of the ship.

It may not be improbable that Captain Spiteri did not ask for tools and pumps, either on account of the confusion that must have prevailed on board after the appearance of the fire, causing such means of saving the ship to escape from his mind, or because perhaps he had already then begun to entertain the idea of abandoning the ship off the harbour.

At all events, though Captain Spiteri could not have resorted to the expedient of pouring in water in the quantity required, in order to quench the fire, for want of hand-pumps; and even supposing that he could not have succeeded in checking even for a while the progress of the fire by throwing in water by means of buckets, he is, nevertheless, in my opinion, much to be blamed for not having endeavoured to procure from elsewhere, on an opportunity having been offered to him to do so, such means which he himself did not possess for extinguishing the fire.

I have finally to remark in regard to the last charge, that I deem it to have been an act greatly called for, on the score of prudence, not to say an absolute duty on the part of Captain Spiteri, to throw overboard for the safety of the ship, on seeing the fire spreading more widely, the 108 bales carried on deck, because they would, in case of their catching fire, have caused in a moment's time the entire destruction of the ship.

I am, therefore, of opinion that Captain Spiteri, in the case which gave occasion to the present inquiry, is guilty of gross misconduct.

T. Mizri,
Magistrate.

*Note.*—Captain Spiteri's certificate has been suspended by the magistrate for nine months.

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## "POYANG," (S.S.)

1. The British steamer "Poyang," official number 50,661, the property of the Hong Kong, Canton, and Macao Steamboat Company, Limited, of which Robert Carroll was master, left Hong Kong on her usual daily passage for Macao, a distance of 35 miles, at 2 p.m. on Monday, the 31st May, having on board 102 passengers and a crew of 44 men, including nine Europeans.

2. That at the time of leaving Hong Kong there was no apprehension on the part of the captain or officers of approaching bad weather.

3. The weather appears to have continued moderate, with a fresh breeze, until after passing the island of Lintin (the vessel having taken the inner passage), when the wind and sea increased with the appearance of an approaching typhoon.

4. When off the Nine Islands, and about seven miles from Macao, the wind suddenly increased from a strong breeze to a heavy gale with a very high sea, attempts were made to turn the ship, with the intention of running for shelter, but owing to the severity of the weather, the strength of the wind and tide, and the construction of the vessel, it was found impossible to do so.

5. The vessel was then of necessity anchored, as she was unable to make headway, and in danger of drifting on to the Nine Islands. This appears to have been about 7 p.m.

6. The steam was kept up, and the engines moving ahead until about 9 p.m., when the steam pipe broke from the working of the vessel.

7. At shortly after 11 p.m. she foundered. The only persons known to have been saved were 13 Europeans and 23 Chinese.

8. The Court is of opinion that no blame is attributable to the captain or officers of the "Poyang," and that everything appears to have been done that was possible to save the vessel and the lives of the passengers and crew.

9. The "Poyang" was built in 1860, at New York, and there is nothing in the evidence to show she was other than sound, or had any known defect in the hull or machinery on the day of the loss.

The Court has no information of any vessel of similar build plying between Hong Kong and Macao meeting with any serious misfortune when at sea anterior to the present, but the Court is unanimously and decidedly of opinion that during the S.W. monsoon steam vessels of this construction are unsafe for this line, being unadapted for other than river traffic.

C. May, First Police Magistrate.
J. P. McEwen, R.N., Acting Harbour-Master, &c.
N. J. Ede, Unofficial Justice of the Peace.
Robt. McMurdo, Government Marine Surveyor.
Saml. Ashton, Marine Superintendent.

Confirmed.

J. Gardiner Austin,
Administrator and Commander-in-Chief.

## "PRETTY JANE," (S.S.)

The Court, having duly weighed and considered the evidence adduced, is of opinion that the "Pretty Jane" was stranded and seriously damaged by the want of knowledge and great imprudence of the pilot, Joseph Kennedy.

The Court is also of opinion that the chief officer, James Carey, is extremely culpable in having permitted the pilot to take the vessel to sea during the master's temporary absence, and having thus taken upon himself such a grave responsibility for not having remonstrated with the pilot for attempting to take the bar which he states was dangerous at any time on ebb tide. The Court is further of opinion that the master's conduct is reprehensible in absenting himself from his ship when ready for sea, without any cause whatever, and for not having given positive instructions for the vessel not to be taken to sea during his absence, a course he appears to have permitted or rather sanctioned on more than one occasion, although in this instance he had imperative instructions not to run any risk in endeavouring to enter "Big River," thereby ignoring the very great responsibility appertaining to the position of master. The Court is therefore of opinion that the master's certificate should be suspended for a period of three months, and the certificate of Thomas Fernandez, master of the "Pretty Jane," is suspended accordingly. The Court regrets that it has no power to deal with the pilot in the manner he deserves.

This decision was also concurred in by Captain Tilly.

Thos. Beckham,
Justice of the Peace and Resident Magistrate.

## "PRIDE OF THE TAMAR," (S.S.), and "SPARROW HAWK."

The Board is of opinion that the abandonment of the steamer "Pride of the Tamar" is attributable to a collision with the "Sparrow Hawk" on the 2nd instant, and consider that such abandonment was justified, and further, that the collision was purely accidental.

Charles B. Payne,
Chairman.

## "QUEEN."

We state our opinion to be as follows:—

That the damage to the "Queen" schooner was not caused by any wrongful act or default of the master, but that he showed a want of decision and judgment in the manner in which he beached the vessel:

That the vessel was anchored in the usual place for bar bound vessels.

They order the master's certificate of service to be returned; also that he pay his own costs.

Given under our hands this 25th day of August 1875, at Auckland, in the province of Auckland, New Zealand.

William C. Daldy, J.P.
Albert Beetham, J.P.

## "RANGATIRA," (S.S.)

The Board held an inquiry into the circumstances connected with the loss of the steamship "Rangatira," which took place on the Nokueka Reef, near the Havannah Passage, New Caledonia, at 3 a.m. on the 31st May last. The vessel was a screw steamer of 450 tons, 130 horse power, the property of the A.S.N. Co., she was uninsured, and commanded by Archibald Woods, and became a total wreck on her passage from Fiji. There were no lives lost by the accident.

The Board found that the loss of the vessel was occasioned by the influence of an unexpected current.

From the evidence, Captain Woods appears to have been vigilant, and at his post some time previous to the wreck.

The Board therefore did not feel called on to prefer a charge of default against him, with the view of depriving him of his certificate.

Francis Hixson,
President.

## "RESULT."

The Marine Board held a preliminary inquiry into the circumstances connected with the stranding of the ship "Result," which took place at Port Stephens on the 1st July last. The "Result" was a ship of 724 tons, registered in Auckland, New Zealand, and she was insured at the time of the accident.

She was on a voyage from Newcastle to Wallaroo, with a cargo of coals and was overtaken with very bad weather, which caused her to spring a-leak off Wollongong.

The master states that he bore up with the intention of making this port but could not fetch it, and he eventually took shelter in Fly Roads outside Port Stephens. In consequence of the very heavy sea that made in on the coast the following day, the anchorage in the Fly Roads was not considered secure, and the "Result" was got under way with the view of gaining safe anchorage in Port Stephens. In attempting to make Nelson Bay the vessel was stranded on a shoal. The captain and crew immediately left her, and landed on the north shore of Port Stephens. On the following day the vessel was visited, the sails were furled, and other small matters attended to, but no effort was made to attempt to get the ship off. The crew spent several days at Port Stephens, but they were not ordered to lighten or otherwise make any efforts to float the vessel.

She was, however, eventually got off, and brought to Sydney by a party of men sent from Newcastle. At the investigation Mr. Septimus A. Stephen, of the firm of Stephen and Stephen, appeared on the part of the captain of the vessel, and Mr. John H. Want, barrister-at-law, on behalf of the insurance offices. The preliminary inquiry resulted in Thomas Jarvis, the master, being charged with default, for wrongfully abandoning his ship and leaving her ashore in Port Stephens, without making any reasonable attempt to get her afloat.

The official Court to investigate the charge was held on Monday, the 2nd instant, Mr. Stephen again appearing on behalf of Captain Jarvis. The Board held that the charge had been sustained, and suspended Captain Jarvis's Board of Trade certificate (No. 30,296) for three months.

Francis Hixson,
President.

## "ROSAMOND."

The barque "Rosamond," 327 tons, of Whitby, John Cole master, and owned by William Thompson, of Whitby, sailed from St. Vincent, Cape de Verdes, on the 2nd February. The vessel was in ballast, and was bound for Barbadoes, where she expected to obtain freight, but she

was not consigned to anyone in the island. After a fair passage the evidence shows that on the morning of the 16th instant, about half-past 2 o'clock, a bright revolving light was descried, bearing W. by N., the ship steering at the time a course W. by S., which course was steadily held on until about half-past 5 o'clock, when breakers were seen immediately ahead; the ship was at once brought head to wind, but she very soon went on to the reef the Cobbler's Rocks, and in a few moments became a total wreck. These, shortly, are the facts. It appears from the captain's statement that he left England on the 8th December last; that he had not been to the island of Barbadoes before, and his chart, one of Imray's, with book of instructions dated 1873, he had purchased at Lisbon in 1875, and in these was noted the South Point Light and no other; that supposing the light he saw to be the South Point he had steered his ship accordingly, and was wrecked. The witnesses all deposed that there was a good look-out kept the whole night. The statement of John Keane, that he saw the land right ahead, and that the ship was steered directly for the land, seemed so full of import that another witness, John Edwards, was examined, but he in no way gave strength to the idea that the vessel was wrecked on purpose.

It would appear that there was little chance to save much, but although the captain's watches and chronometer were thought of, the chart and log-book were not saved. The crew, 11 all told, reached the land safely, and the Court believe that the captain was anxious to return to the ship for his chart and log-book, but could not prevail on the boatmen on the coast to take him off to the ship, while they brought but little of what they removed; he gave as an instance of this, that of four new sails lying together on the deck they brought him one.

The official members of the Court were of opinion that where many lives and sometimes much property are entrusted to the care of one man as the master of a ship, it is incumbent on him to keep himself acquainted with important changes affecting his profession. Had Captain Cole endeavoured to do this he could not have failed to have been informed of the changes which had been made for the protection of vessels off the coast of Barbadoes, and so might have been able to mark them in his chart before he left England on 8th December, several months after those changes had been effected.

It further appeared to the Court as matter for blame that this being Captain Cole's first visit to Barbadoes he should have attempted to come into harbour during the night, a course for which he could suggest no special reason whatever.

It was also cause for comment that the chart and log-book which might have been of material aid to Captain Cole in his defence should not have been saved at the same time as his certificate. Both he and his mate having thought of these their papers and brought them ashore with them. But on the other hand the Court could not help admitting that in ignorance of the changes in the lights on the coast of Barbadoes, the mistake made by Captain Cole was most natural. Having it alone before him that there was a white revolving light on the south point of Barbadoes; where he saw a white revolving light he made sure he was off the south point of the island. And although the revolutions of the light he saw were not as a matter of fact completed in the time, one minute, laid down in his book, as he did not know of any other white revolving light it is not surprising that this escaped his observation. The Court believed that evidence might have been adduced to show captains of great experience and recognized ability and judgment, and who, in addition were constantly bringing their ships safely to this island, had made a similar mistake without its fatal result.

The Nautical Assessor guided the Court that, granted Captain Cole's premises, the course he steered was correct, Under the circumstances the Court agreed while admonishing Captain Cole in respect to the three points already noted to return to him and his mate, Robert Minican, their certificates.

The Court in concluding their report cannot help deploring the change that has been made on the South Point Light. The white revolving light which advertised mariners of the south coast of the island now appears on the east differing only from the original in the one minute particular of the time of its revolution. The Court fear that for some years to come it will be the cause of catastrophes similar to the one that has just been the subject of their inquiry.

F. F. Pilgrim, P.M.
Jno. R. Gooding, P.M.
Arthur Sealy, P.M.
Jas. Logan, N.A.

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## "ST. BRYCEDALE."

It was found from the evidence of the two mates, the ship's log-book, together with the written statement of the master, W. A. Pearce, that the barque had taken up a position to the N.W. of the Bird Islands, in consequence of the wind having shifted to the S.E., with a high sea. While in this position the wind again shifted to the N.W., then to the W.S.W., and again to the W.N.W., rendering the ship's position unsafe, and that while endeavouring to put to sea for safety the vessel in the darkness fell down, either by the current or the dragging of her anchor, on to the north patch of rocks which lie due north about a mile from the Bird Island Lighthouse. Upon seeing the rocks the anchor was again let go, but the vessel shortly dragged over the reef, striking violently, and causing the hold to fill rapidly with water. An attempt was then made to run the vessel for the shore, but the water gained so rapidly in the vessel that it was deemed prudent to take to the boats and to abandon her before sinking in deep water. The cable was slipped, and the boats pulled to the shore, after much labour and great risk from the strength of the wind and height of the rollers. The vessel was last seen about 1½ miles east of Bird Island, and was then supposed to have foundered, as she was seen no more.

The Court does not attribute blame to the master for the loss of the vessel, as, under all the circumstances, he was justified in putting to sea from so exposed and dangerous a position, with a strong W.N.W. gale blowing, and the Court attributes the disaster to the effect of a strong easterly current, or to the vessel's dragging her anchor from the position she occupied, fully a mile to the westward of the reef on which she struck.

The Court therefore recommends that the certificate of the master, No. 90,728, be restored to him, as it was lost on the wreck.

E. Philpott,
Resident Magistrate.
F. Skead,
Assessor.

Confirmed.
Henry Barkly,
Governor.

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## "SETTLER'S FRIEND."

The Board held an inquiry into the circumstances attending the loss of the schooner "Settler's Friend," 63 tons register, on the Nambuccra Bar, on the 10th ultimo. The evidence of the master, Charles Evans, and also the mate was taken, and the Board found that no blame was attributable to the former for the loss of his vessel.

Francis Hixson,
President.

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## "SNORRE STÜRLASSON."

*Judgment.*

I am of opinion that the loss of the "Snorre Stürlasson" was caused by no fault on the part of Mr. Joseph Wardlaw, chief mate, then in command; he did everything he could to save the ship, and acted in a most seamanlike manner when attempting to beat off the shore.

A. R. Innes, R.M.

Confirmed.
Henry Barkly,
Governor.

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## "SOMERSET."

*Judgment.*

The following is a brief narrative of the events which preceded and followed the wreck of the British ship "Somerset," as shown by the evidence recorded in this inquiry.

2. The British ship "Somerset," 1,300 tons register, owned by Messrs. Stuckey and Bagehots of London, sailed from the Port of Cochin on the evening of the 21st April 1875, with a miscellaneous cargo, for Tuticorin, in the district of Tinnevelly, to fill up cargo en route fo

London. She was commanded by Mr. Charles Crafter Couves, holding a master's certificate of competency, No. 31,013, granted on the 20th April 1864 by the Board of Trade, and manned by a crew of 24 hands, all told.

3. On the evening of the 23rd April 1875, at 6 p.m., she passed Manapad Point on the Tinnevelly Coast; her distance from the point being estimated by the captain at seven or eight miles. Two casts of the hand lead were taken by the second mate, Samuel Hicks, who reported no bottom at 10 fathoms. At 6 p.m., just after the casts had been taken, the second mate was relieved by the mate, Benjamin Batt, whose watch was from 6 to 8 p.m. The ship's course was N.N.E., and that course was continued until she passed Trichendur Pagoda, at about 7.15 p.m., when bearings were taken, and the Pagoda bore a little southerly of west.

4. The coast is generally low, and the Pagoda, a conspicuous object, is situated close on the seaboard. The Pagoda was estimated to be about five miles off the ship, whose course was then altered to N. by E. for a short time, not exceeding 10 minutes, when the captain went below, examined the chart, and gave the course N. ½ E. This course was continued till 7.45 p.m., when the ship suddenly struck on a reef about 2½ miles north of the Pagoda.

5. She was going at the time about seven knots an hour; there was a fresh breeze aft, and the sea is described as moderate.

The witness Benjamin Bond, A.B., was steering, and the witness Thomas Alford, A.B., was on the look-out at the forecastle head.

6. The master, who was below when the ship struck, immediately came up on deck and had soundings taken round the ship, which showed a depth of 2¼ fathoms ahead, and on the port and starboard bows 2½ fathoms on the starboard beam, and 4½ fathoms a short distance astern. The sails were furled and the pinnace lowered, with the stream anchor and hawser, and the gig manned and lowered to tow her off in order to get the ship off the reef by laying the anchor astern. When the gig was ready to tow the pinnace off, it was found that the weight of the anchor caused her to be too much by the stern, and when this defect was being remedied by hauling the hawser forward, an apprentice named Leigh Fenton disobeyed the captain's order not to unhook the anchor, which was connected by tackle with the ship, and this caused the pinnace to go down by the stern, and a roller catching her, she capsized; those in her were thrown into the water, but with the exception of the apprentice Fenton, were picked up by the gig. Fenton made for the ship but was sucked under by the wash from her, and was drowned, and though every search was made for him his body was not recovered.

7. The greater part of the night was spent in getting the pinnace clear, and in attempts to get the hawser and anchor up, but without success. The attempt was repeated on the following morning, but it was found that the ship had got on top of the anchor and hawser.

The ship had bumped heavily all night, and in the morning had 18 inches of water in her, which was not sufficient to cause any apprehension of danger. As the captain found that the long boat could not carry the bower anchor, he left the ship at 7.30 a.m. for Tuticorin in order to procure assistance.

He left the ship in charge of the chief mate, Benjamin Batt, with instructions to keep the donkey engine connected with the pumps, and to keep the water down.

8. The captain then proceeded to Tuticorin, and returned to the ship in the evening with Captain Phipps, the master attendant.

During his absence the donkey engine had been at work, but got out of order, and on the captain's return five feet of water was found in the hold. The captain got the engine repaired and set at work again, and towards the morning of Sunday, the 25th April, the water had decreased to about 2 feet 10 inches. At about 4 a.m. the ship commenced to bump with increased force, and the pumps could not keep her free. At 6 a.m. boats arrived from Kayalpatam, and the ship was lightened. At 8 a.m. a survey of the ship was held by the master attendant and Captain Falconer, master of the brig "Aleppo," who pronounced the ship a total wreck. The cargo and stores, &c. were removed from the wreck and conveyed to Tuticorin.

9. Such being the history of the disaster, we proceed to consider whether every necessary precaution was taken for the safety of the ship, or whether her loss is attributable to the neglect or default of the master, also whether there are any grounds for attaching blame to the mate who was left in charge of the vessel during the master's absence, or to any others of the crew.

10. From the master's own statement and from the evidence recorded, it appeared to us that there were grounds for charging the master with incompetency, *i.e.*, for attributing the loss of the ship to his neglect to take certain precautions which under the circumstances should have occurred to any experienced man in his position.

A statement of these grounds was recorded, and a copy thereof furnished to the master under the provisions of section 9 of Act IV. of 1875 (India Merchant Shipping Act).

11. The grounds for charging the master with default were briefly these:

(I.) Neglect to ascertain the exact position of the ship at sundown on the evening of the wreck, by taking cross bearings, Manapad Church and Trichendur Pagoda, both conspicuous landmarks, being then in sight.

(II.) Failure to obtain correct soundings off Manapad Point, in consequence of the use of the light hand lead, and omitting to stop the ship's way while the casts were being taken.

(III.) Altogether neglecting to use the lead between 6 p.m. and the time the ship struck.

It was further alleged in the charge that the master being a stranger to the coast and navigating by an indifferent chart, it was incumbent on him to take more than ordinary precautions for the safety of the ship, and that in consequence of his neglect the ship struck on a reef (north of the Pagoda) which was shown in the chart by which he was navigating.

12. From the evidence recorded it is shown, and the master admits, that no cross bearings were taken at sundown to determine the exact position of the ship. Manapad Church and Trichendur Pagoda being conspicuous objects, cross bearings could have been taken with the greatest facility, and we cannot acquit the master of blame in neglecting to take this obvious precaution, especially when he had been unable to obtain soundings with the lead. The casts were taken by the second mate under the master's orders, the first was unsuccessful, and at the second the second mate reported no bottom at 10 fathoms. We have no doubt that the master and the second mate both believed that there was no bottom at that depth, but the second mate admits that it is possible the lead was over hove and that he may have unconsciously misled the master.

We consider that the master should not have rested satisfied with these casts, but that it was incumbent on him to have stopped the ship's way (she was going about five knots an hour) when the hand lead was used, or if her way was not stopped, to have used the deep sea lead.

13. We are satisfied that the ship when off Manapad was much nearer the land than the captain fancied, for assuming her to have been seven or eight miles out, as estimated by him and to have continued her course N.N.E. as she is stated on all hands to have done until she passed the Pagoda, it would have required a change in her course to N.W. to have brought her on to the reef, or in other words, if as the man at the helm and other witnesses depose, her course was only altered to N. ½ E., it would have been impossible, considering the speed she was going, to have brought her on the reef at the place where she struck.

A reference to the coast chart shows a depth of over 10 fathoms at four miles east of Manapad Point, and assuming that the soundings were taken at this spot with reliable results, and she continued her N.N.E. course, it would have been impossible for her to strike the reef unless the course when off the Pagoda had been altered to N.N.W.

We are therefore of opinion that the master miscalculated the distance of the ship from the Manapad Point, and that the casts were fallacious and not to be relied upon.

14. We are satisfied also that the master was entirely mistaken as to the position of the ship, and her distance from the Pagoda at 7.15 p.m. He estimated the distance at five miles, but it is within the experience of the nautical member of the Court that except on a moonlight night, it is impossible to see the Pagoda at that distance, and it is abundantly clear from the evidence that the ship was much nearer the Pagoda than it was imagined, for the witnesses state that the outlines of the Pagoda were clearly and distinctly visible, even though the coast line was hazy.

Referring to the coast chart, and considering the speed and course of the ship, we are of opinion that when the course was altered to N. by E. she could not by any possibility have been more than two miles distant from the Pagoda, while the probability is that she was less.

15. We have examined the chart by which the master was navigating, and find the reef duly marked thereon. Within less than half an hour of the time the ship struck

the master examined this chart and admits that he noticed the reef marked on it, but being under the impression that he was far out from land, he was confident that a N. ½ E. course would take the ship clear.

The chart is an Admiralty chart of the Bay of Bengal, scale two inches to the degree, and we consider that the master in navigating with a chart of this description should have manifested extreme caution before turning the ship's course towards the land on a coast of which he was ignorant, and towards a quarter where his chart showed a reef to exist.

We are clearly of opinion that a cast of the lead before altering the ship's course was imperatively necessary, and was a precaution which no master of a ship ought under the circumstances to have neglected.

16. The master has put in a written statement in his defence, and we are bound to say we consider it to be a true, honest, and straightforward statement.

We do not doubt that the master believed that he was further out at sea than he actually was, and that he believed that a N. ½ E. course would take the vessel clear of the reef, and take her into a good position for bringing up at Tuticorin. His plea is, that if the loss of the ship is attributable to him it is rather through over confidence than neglect or carelessness; but it is evident that this plea cannot be admitted, for it is from over confidence that neglect often proceeds. The master did not know where he was, but he might have known had he taken due care and caution.

17. We are not inclined to attach any importance to the master's surmise that a current had any influence on the direction of the ship. The wind was aft, and the evidence shows that the ship kept her course, and though after striking the reef she changed her position, we consider this to be attributable to the effect the wind and ground swell had on her, but assuming that the ship was thrown nearer land by the current, we still consider the master should not have neglected the precaution of using the lead before altering her course more to the northward.

It has been nowhere suggested that the course ordered was deviated from; on the contrary, the man at the helm swears he kept the course ordered, and steered by the compass alone, and it is nowhere alleged that the compass was out of order.

18. We find then, after a careful consideration of the evidence, the statement of the master, and of all the circumstances of the case, that the ship was lost owing to the default of the master.

We don't consider him responsible for the death of the apprentice Fenton, which resulted from his (Fenton's) disregard of or failure to understand the master's order not to unhook the anchor. Had it not been for this mistake, it might have been possible to get the ship off the reef.

We are satisfied that every possible endeavour was made by the master to get the ship off, and failing this, to save the cargo, stores, &c., and we notice with satisfaction that though he was in a weak state of health at the time, his exertions were unremitting.

Nor can we pass over, without a word of commendation, the presence of mind he showed in having, when his own ship struck, immediately showed signals to warn another vessel following in his wake, of the danger which otherwise she must inevitably have incurred.

19. While then we find the master guilty of default, and have decided on suspending his certificate, we have in fixing the term of suspension taken into consideration his exertions made subsequent to the stranding of the vessel, his undoubted good character and long service, and the straightforward nature of his defence, and we are of opinion that the justice of the case will be met if his certificate be suspended for three months.

We accordingly, under the provisions of section 12 of Act 4 of 1875, hereby suspend the certificate of the said master, Charles Crafter Couves, for a term of three calendar months, the suspension to commence from this date.

20. We have had it under consideration whether there are sufficient grounds for charging the chief mate, Benjamin Batt, with neglect of duty during the time he was in charge of the vessel on the 24th April in the absence of the master.

The evidence shows that the master ordered him to keep the water down, and to act according to the best of his judgment for the safety of the ship, but the mate does not seem to have paid particular attention to the master's orders, and seems to have given up hopes of getting the ship off from the first. We consider that when the donkey engine got out of order it was his duty to have ordered the pumps to be worked by hand in order to keep the water down.

We are not, therefore, able to acquit him of all blame, and though we think his certificate should be returned to him, we desire to place on record the censure which we feel bound to pass on him.

21. We adjudge that the costs of this inquiry be borne by the ship.

W. H. Comyn,
Acg. Dist. Magistrate.
Geo. A. Phipps,
Master Attendant.

## "SPARKLING FOAM."

From the evidence of the two helmsmen, from midnight to 4.30 a.m. on the 10th of September 1875, when the ship struck, it appears from the courses steered and the bearings of Cape Reciffe Light (as far as they could be ascertained), with its close proximity at 4.30 a.m., that the vessel touched either upon the outer edge of Thunderbolt Reef, or on the extreme pitch of the reef off Cape Reciffe.

From the absence of more positive evidence, the loss of the wheel and steering compasses, the Court is unable to arrive at a more definite decision as to the exact spot upon which the vessel struck.

It appears that the mate, who had charge of the middle watch, did not call the master, who was asleep in his cabin, until the ship was too close upon the danger; and by his having twice altered the course from E. by S. to E.N.E. and to N.E. by E., it is evident that he misjudged the distance the ship was off the light. It is very much to be deplored that the master was not on deck as the cape was neared, or that he was not called earlier, as his first exclamation to the mate on reaching the deck, "You have already put the ship on shore hard up," proves that his presence on deck earlier would have averted the disaster.

The Court is therefore compelled to attribute the casualty to the master's not attending to the ship's navigation personally as the dangerous point was approached, and to the great error in judgment of the mate as to the distance of the light from the ship.

From the total and complete ignorance of the whole of the crew, after the captain and mate were washed overboard, as to the position of the vessel, or even of the near locality, the Court is of opinion that the boatswain, Mr. George Houtt, exercised a prudent and sound discretion in seeking the first assistance he could obtain to bring the vessel safely into port, which assistance was fortunately near at hand after daylight in the barque "Santiago," which was bound for Algoa Bay.

E. Philpott,
Resident Magistrate.
F. Skead,
Assessor.

Confirmed.
Henry Barkly, Governor.

## "SPINDRIFT."

*Finding.*

The Marine Board is of opinion that the stranding of the ketch "Spindrift" at Waterloo Bay, on the night of the 6th of February 1876, was occasioned by a sudden squall striking the vessel whilst at anchor, and the Board is unanimously of opinion that no blame whatever is attributable either to the master or crew.

R. H. Ferguson, S.M.
John Formby, Warden.
Daniel Tapley, Warden.
W. H. Charnock, Warden.

## "SPRINGBOK" and "SAN JUAN."

*Finding.*

It appears to the Board, from the evidence in this case, that the parting of the chain, and dragging the anchor of the "Springbok" was attributable to the force of the gale. Every care appears to have been taken in mooring the ship, and the ground tackling sufficient. The Board therefore attribute no blame to the master.

D. T. Allan,
Chairman.

## "STRATA FLORIDA."

The facts elicited in this inquiry are that the captain, D. Vaughan, master of the British barque "Strata Florida," 266 tons register, of Aberystwith, ran his ship aground, about 8.30 a.m. on the 14th August 1875, near the village of Nah, in the Rangoon district. It was daylight. There was a moderate sea, fair weather, and a flood tide. He had been standing on the port tack since midnight, the lead showing eight and nine fathoms up to 4 a.m. At 7 a.m. they had six fathoms; at 8 they had five fathoms. The captain and mate then went below to breakfast, leaving an uncertificated boatswain in charge of the deck, with instructions to sing out when the water shoaled to four fathoms. There was a man in the chains heaving constantly. In about 20 minutes the lead gave four fathoms; the captain went on deck, took the helm, ordered the ship about; but as she was coming to, she struck and fell away. She then struck, and, despite every attempt to get her off, she got faster. The sea increased, and in two days she was so water-logged that they had to leave.

This Court finds that the captain was very much in error in steering on to a dangerous coast without a chart showing the soundings in sufficient detail. Further, the Court, having regard to the chart which was used, observes that in that five fathoms indicates the edge of the long sand bank, and that therefore the captain should have put about immediately on that sounding. His defence is that he was only drawing 14½ feet aft, and that he thought he could trust himself to four fathoms, as he saw three and a half fathoms on the chart inside of the five fathoms.

We consider there was absolutely no reason for his courting danger in this way. He knew he was on the edge of a sand bank, and that he had no chart of its details, and then at the moment when he should have been most watchful he left the ship in the hands of his boatswain.

We find that this conduct indicates such want of judgment, care, and skill, as to amount to incompetence, and we direct that his master's certificate be suspended for nine months.

We find nothing to indicate any wilful injury to the ship, and believe that after she struck all proper efforts were made to get her off.

LEWIS MCIVER,
Offig. Magistrate.
J. MACK,
Dy. Master Attendant.
JOHN DEWAR,
Master, British ship "Gertrude."

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## "SUNDA," (S.S.)

At a Marine Court held at Hong Kong on the 23rd and 25th days of November 1875, to inquire into the circumstances attending the stranding of and damage done to the British steamship "Sunda," official number 54,737, whereof Edmond Morgan Edmond, number of whose certificate of competency is 18,974, is master.

The undersigned find that the "Sunda," at about 11.50 a.m. of the 14th September last, struck on a sunken rock, stated to be situated from a mile to a mile and a half north of Turnabout Island, in the China Sea, a rock not marked on the Admiralty chart, No. 1,985, corrected to 1872. The "Sunda," before striking this hidden danger, had been on her way from Hong Kong to Yokohama, but the master being of opinion that he might encounter bad weather had he continued on his voyage, determined on seeking shelter under the lee of the island of Haitan. In running for shelter the "Sunda" struck the before-mentioned rock, damaging her fore foot, and knocking away about 20 feet of her keel, causing the two foremost compartments to fill. The boats were at once lowered, and, with the exception of the master and 11 others, the passengers and crew were put into them. The "Sunda" was then steered at full speed for Station Island, where she was beached at about 2.40 p.m. of the same day. The "Sunda" was ultimately raised, temporarily repaired, and brought to Hong Kong on the 16th instant, where she is now in dock.

The Court acquit the master of all blame for the stranding of the "Sunda," and they are of opinion that to his valuable exertions, ably assisted as he was by other officers of the Peninsular and Oriental Steam Navigation Company, is due the restoration of the "Sunda" to her owners.

The Court have much pleasure in returning Captain Edmond his certificate of competency.

The Court are of opinion that Mr. Robert Scott, the chief officer of the "Sunda," did not properly carry out Captain Edmond's instructions as to seeing the boats manned. Of the seven boats belonging to the ship, the mail boat had three executive officers in her, whilst neither of the other boats had any responsible officer or person in them who was capable of managing a boat in a sea way. The Court hereby censure Mr. Robert Scott, the chief officer, for not more carefully superintending the lowering of the boats.

The Court also disapprove of the conduct of the second and third officers in not remaining by the boats to which they were stationed, and those officers also are censured for neglect of duty.

The Court have had no opportunity of examining the second mate, boatswain, and carpenter, and they are of opinion that these persons should have been detained for the purposes of the inquiry.

C. MAY,
First Police Magistrate.
H. G. THOMSETT, R.N.,
Harbour-Master, &c.
HERBERT MAGNIAC,
Unofficial Justice of the Peace.
R. H. CAIRNS,
Government Marine Surveyor.
A. DONALDSON,
Commanding British ship "Eastern Monarch."

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## "SUSANNAH CUTHBERT."

On Monday the 12th July, the Board held a preliminary investigation into the circumstances connected with the loss of the "Susannah Cuthbert," which took place on the early morning of Wednesday, the 7th July. The vessel was a screw collier, of 161 tons, 40 horse power, official number 46,466, belonging to the New Wallsend Coal Company; she was insured, and was lost during fine weather, on her voyage from Catherine Hill Bay, loaded with coals, on the Long Reef. There were no lives lost by the accident. The investigation resulted in Henry Walbrook, the master, being charged with default for approaching Sydney Heads without bringing the High Light in sight, in accordance with the sailing directions, or for not taking other precautions to ascertain the position of his vessel. The Board re-assembled on Friday the 16th July, when Walbrook admitted the charge, but pleaded in excuse that the weather was misty, and that his compass must have been affected by an iron scraper which had been found in a locker underneath it. Walbrook's certificate of competency as master in the coast trade (No. 30), was suspended for six months.

FRANCIS HIXSON,
President.

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## "TAIAROA," (S.S.)

I state my opinion to be as follows:—

That the said John Spiegelthal ought to have exercised greater caution on the following points: Firstly, he should have supplied himself at Hobart Town with proper charts. Secondly, a look-out ought to have been kept at the masthead when near the land. Thirdly, that the lead should have been cast; and fourthly, taking the narrow passage he did was an imprudent risk on the part of a stranger. The master's want of knowledge should have led him to omit no precaution necessary under the circumstances. It is to be observed that the New Zealand Pilot is obscure and indistinct in regard to the proper course past Dog Island, and dangers of its vicinity, and apt to mislead a stranger. A revision of this part of the New Zealand Pilot is absolutely necessary.

Whilst I am of opinion that the master is to blame for not using every precaution in his power, there are alleviating circumstances in regard to the fine weather, the absence of information as regards existing dangers, and the chart on board, and the "New Zealand Pilot" might have led a stranger to adopt the course he took, and that he was unexpectedly placed in command by the death of the master. A short suspension of the master's certificate will therefore meet the case and serve as a warning, that every precaution is necessary. The master's conduct after the vessel having touched appears to have been marked with good judgment. Under the whole circumstances, I order the

suspension of his certificate for 30 days. The other officers will have theirs returned.

JOHN BATHGATE,
Justice of the Peace
and Resident Magistrate.

*Opinion of Nautical Assessor.*

I, William Thomson, Nautical Assessor on the inquiry into the damage done to the steamship "Taiaroa," concur in the above report concerning the damage of the said vessel.

WM. THOMSON,
Nautical Assessor.

## "TASMAN," (S.S.), and barque "FREE TRADER."

The Court found that Captain Lyon was guilty of grave errors of judgment in the mode in which he took his ship out from the wharf.

1st. In starting from the wharf at full speed astern, especially with the wind blowing in sharp squalls from the west, when easy steam, with the assistance of the use of head sails, could have turned the ship with ease clear of all danger.

2nd. In allowing the ship to obtain so much stern way, and in permitting her to approach so close to the barque "Free Trader," before giving the order to reverse the engines, as to render a collision with that ship inevitable.

That having regard, however, to the general good character of Captain Lyon, this Court is not of opinion that any suspension of his certificate is demanded, and direct that it shall be returned to him, but admonish him to be more careful for the future, and order him the costs of this inquiry. The Court was of opinion that no blame was attributable to any of the other officers of the ship, and direct their certificates to be returned to them.

W. TARLTETON,
Police Magistrate.

EDW. K. BARNARD,
R. Admiral,
Nautical Assessor.

## "TIEN TSIN."

The "Tien Tsin" was built of wood at Sunderland, county Durham, England, in the year 1861 (not classed), owned by Mr. George Fisher, merchant, of and registered at Launceston, in the colony of Tasmania; of which vessel James Taylor, holding a New South Wales certificate of competency, No. 8, was master, with a crew consisting of mate, boatswain, and six able seamen, barque rigged, of $253\frac{51}{100}$ registered tons, of which 25·84 tons was half poop and round-house space, leaving 227·64 tons for cargo.

She sailed from Newcastle, New South Wales, laden with a cargo of 360 tons small coal for Launceston, in Tasmania, on the 17th day of November 1875, her draught of water when loaded before sailing is noted in the log to have been 13 feet 3 inches aft, and 13 feet forward. Her depth of hold by her register is 12 feet 7 inches.

The statements of James Taylor, master, and George Richards, mate, were taken by the Collector of Customs at a preliminary inquiry as to the cause of her foundering at the Hobart Town Custom House, and were read and sworn to as correct by them, at a formal investigation held by the Police Magistrate at the Hobart Town Police Court, by whom the evidence of Staff-Commander Stanley, of the Victoria Government steam vessel "Victoria," was also taken as to the state of the vessel before foundering.

From these statements it appears that when off Cape Howe on the 22nd of November she experienced the first of a succession of heavy adverse gales; that she laboured heavily and began to leak to such an extent as to require pumping every two hours; that on the evening of the 1st of December she was struck with a heavy sea, which did considerable damage, and the leak increased considerably. The master then bore up and ran through Banks' Straits to obtain shelter under the lee side of Tasmania, when it appeared to the master and mate that she touched on a sunken rock not laid down on his chart; he then stood in for the bay of Fires, where the Victorian Government steamer "Victoria" was at anchor, and hoisted a signal of distress. Staff-Commander Stanley boarded him with his carpenter; steam was at once got up in the steamer; she weighed and came to his assistance and sent an officer and party of men on board to assist at pumping, and then took the vessel in tow with the intention of bringing her to Hobart Town. At 10h. 20m. p.m. both pumps choked, the foresail was unbent and got under her bottom with a view of diminishing the leak, but finding it still increasing, and the ship evidently in a sinking condition, the master and crew left her, the water at that time being over the covering board on the port side; three hours after she foundered in deep water. From the facts thus disclosed, it now becomes our duty to seek for the causes which led to the loss of the ship, for although the ultimate and immediate reason of her foundering appears without doubt to have been the choking of the pumps, yet the true origin of her loss must be traced back to the causes which rendered their constant use necessary to keep her afloat. In order to arrive at a right solution, several questions appear to suggest themselves and demand examination.

1stly. Was the ship when she sailed from Newcastle in a sound condition as regards her hull?

Although it appears from the master's evidence that she had not been caulked or her copper stripped for a thorough examination of her bottom for a considerable period, we do not find anything to justify an opinion that she was in any way rotten or unsound; but it is possible that when she encountered the S.W. adverse gales with a heavy cross sea, on the 22nd and 27th of November, when by her log she laboured heavily, her seams or butt ends may have started, but there seems to have been no difficulty in keeping the leak under by pumping every two hours.

2ndly. Was she overladen when she sailed from Newcastle?

On this point the evidence is conflicting, and it is difficult to reconcile the testimony of witnesses with the facts we have before us.

The master states that when she sailed the ship was in good trim, that he had three feet of freeboard or side, and that so assured was he of the safe condition of his vessel that he would have gone round Cape Horn in her. The mate says that she had from 2 feet to 2 feet 6 inches freeboard, and also endorses the master's opinion of her safety. Staff-Commander Stanley deposes that when he boarded her the deck was, in his opinion, 18 inches from the water, although she had then 4 feet of water in her hold. Taking therefore the average of these statements, it would seem that the ship had a side of somewhere between 2 feet and 2 feet 6 inches, but it must be borne in mind that the conclusions of the witnesses were not the result of any actual measurement, and were formed from unverified opinions, which may or may not have been correct; on the other hand, it is indisputably shown that whilst the depth of her hold was 12 feet 7 inches, as shown by her register, she was drawing when she sailed from Newcastle 13 feet 3 inches aft, and 13 feet forward. Say 13 feet $1\frac{1}{2}$ actual draught, and if it is assumed that the depth from the upper part of the inner lining to the top of the keel was 9 inches, and the depth of keel 1 foot 3 inches, together equal to 2 feet, that added to 12 feet 7 inches (her registered depth of hold) would be 14 feet 7 inches, thus about 1 foot $5\frac{1}{2}$ inches from deck to waterline, and when we further consider that with a capacity for 228 tons measurement she had actually 360 tons of small coal in her hold, we cannot but think that about 1 foot 6 inches was her actual state of flotation, rather than that supposed by the witnesses.

We are therefore compelled to record our belief that the ship was loaded to such an extent that whilst she might have been safely navigated in ordinary weather, she was unfit to encounter any extraordinary gales such as she met with, and too deep to contend without excessive straining against the unusually heavy seas she fell in with, and to this fact we must attribute in a great measure the subsequent disasters which befell her.

3rdly. Was she properly found with good and sound sails?

It appears from the evidence of the master that at 4 p.m. of 1st December, when she encountered a gale, which he describes of almost hurricane force, the sails he had set, fore and main topsails, mainsail and main staysail, were split. The main yard was also carried away; these sails had been in constant use for 16 months, during which time he had been in command, and had been some time in use before he took charge of the ship. He states that he kept them in good order, meaning, we presume, by patching and repairing when required, but it is clear they had become thin and worn to a degree which rendered them unfit to bear any extra strain, and accordingly it is not suprising that one after the other they split, until at last she lay helplessly wallowing and straining in the trough of the sea, broadside on, without anything to steady

her or bring her to the wind. In this helpless condition a sea broke on board, carrying away bulwarks, stanchions, and doing other serious damage, and from that time forth she made water in greatly increased quantities. We cannot but think that had her storm sails especially been sound and set, she would not have suffered the damage she did, and we must set down the weak condition of her canvas as one of the causes of her loss.

4thly. Did she strike on the sunken rock lately discovered by Staff-Commander Stanley off the Black Reef, and if so, had that any effect in her loss?

It appears to us doubtful whether she really did touch on this rock at all. The master is not certain. The steward, who was below at the time, did not feel it, and the mate is the only person who speaks positively of the fact. However, if any reliance can be placed on the bearings taken by the master at the time, the ship was not within two miles of the true position of the rock, as subsequently laid down on the chart by Staff-Commander Stanley. It is certain, however, if she did touch, it was so lightly as not to occasion any damage, and we dismiss, therefore, the question as having no important bearing upon the ultimate fate of the vessel.

5thly. Did the master, mate, and crew do their duty, and is the loss of the ship in any way to be attributed to their neglect?

We have pleasure in recording our opinion that no blame can be attached to the master, he appears to have exhibited both judgment and energy in command of his vessel in his endeavour to save her; nor did he abandon her until her condition had become hopeless, and then only when it was his plain duty to ensure the safety of his crew. We consider his conduct deserves commendation rather than censure, and it is with gratification we order his certificate to be returned. We also think the mate and crew did their duty in their several stations with zeal and fidelity, and we direct the mate's certificate to be returned.

In concluding our report, we should be committing injustice did we fail to record our high sense of the conduct of Staff-Commander Stanley. The promptitude and energy which he exhibited in going to the assistance of the sinking vessel, the cordial co-operation which he afforded her master, and the kindness he showed to him and the rest of the crew after the loss of the vessel, have been gratefully acknowledged by Mr. Taylor and we doubt not, will be fully appreciated by the public of this colony as well as ourselves. That his efforts failed to save the ship is we believe solely owing to the choking of the pumps.

The costs of this inquiry, which we assess at the sum of 13*l.* 12*s.*, we order to be paid by the owner of the ship, Mr. George Fisher, of Launceston.

W. Tarleton,
Police Magistrate.
Edw. K. Barnard,
R. Admiral,
Nautical Asessor.

## "TONGA."

The "Tonga," 298$\frac{63}{100}$ tons, William P. Armitage, master registered and owned in London, official number 68,534, with a crew of 10 men all told, left London on the 25th February last, bound for Port Natal, with a general cargo. She was but 13 months old, and appears to have been in good trim, well found, and seaworthy.

After a voyage of 78 days land was made on the 15th of May last, the lighthouse Port Natal, at 6.30 p.m., bearing N.W. by N., distant 20 miles. During that night, owing to light winds and S.W. current, the ship drifted down the coast to the westward.

The next day, the 16th, the master considered he was 25 miles S.W. of the Bluff, and stood in for land, tacking off and on shore with a steady breeze from the N.E. The land not recognized, weather hazy, and no observation at noon (the sun being obscured).

About 2.30 p.m. the wind died away, and the ship began to drift in shore with the southerly swell and a strong current from S.S.E. When about a mile from the shore the lead was hove, but no bottom found at 40 fathoms. Shortly after the anchor was let go in 30 fathoms, which, however, did not hold until the ship had drifted within half a mile of the surf, when she brought up with 45 fathoms of chain out.

Here she remained until 5.30 p.m., when a light wind coming from off the land sail was set and the anchor weighed. It took nearly half an hour to do this, and when the anchor was at the hawse the ship was taken aback by a puff of wind from seaward, and before the sails could be trimmed she got stern away, drifted into the surf, and, after striking heavily, canted with her head to the westward and remained fast on the ground.

This was about 6.15 p.m. The crew and passengers were all saved in the ship's boats.

After due consideration of the facts and circumstances attendant upon this wreck, and as fully detailed in the evidence, the Court find as follows:—

1st. That it showed culpable negligence on the part of the master, after making the Bluff Lighthouse, and his vessel drifting during the night of the 15th, with a ship and cargo, as well as the lives of passengers under his charge, that he did not think it necessary to heave the lead, so as to judge the nearness of the land, and rate of drift.

2nd. That it was a grave error in judgment in not paying out more chain when the anchor was first let go, as by not doing so the vessel drifted nearer shore before the anchor held; and after the vessel was anchored, when the wind came off the land, it was a further error attempting to weigh anchor, until it was evident the wind was likely to continue; also, had the chain been slipped when the wind veered from off the land, the time occupied in weighing anchor would have ensured a good offing.

3rd. The Court is also of opinion that it evinced great negligence on the part of the master in not again letting go the anchor when the wind shifted the second time, instead of attempting to beat off.

Taking all the circumstances into consideration, the Court is of opinion that the "Tonga" was stranded through negligence and want of judgment, which the Court consider in the interests of the public should not pass unnoticed. Upon these grounds the Court adjudges that the certificate of William P. Armitage, the master, be and is hereby suspended for a period of three months from the date of the wreck on the 16th of May 1875.

John F. K. Dillon,
Acting Resident Magistrate.
Geo. Rutherford,
Collector of Customs.
Alex. Airth,
Port Captain.
G. C. Cato,
Agent to Lloyd's.

## "UNCLE TOM."

James Tyrrell, master of the ketch "Uncle Tom," of Sydney, having voluntarily appeared and made his statement of the loss of that vessel on Lake Maquarie Bar, on the 21st December last, the Board are of opinion that the "Uncle Tom" was wrecked through being struck by three consecutive seas on the bar, which slewed her broadside on to the spit, when she filled and broke up. They attach no blame whatever to the master, James Tyrrell.

D. T. Allan,
Chairman.

## "VICTORY."

The Marine Board held an inquiry into the circumstances connected with the loss of the brigantine "Victory," 142 tons, of Sydney, which took place near the Richmond River on the 1st May last. The vessel was insured for 1,600*l.*, and was from Brisbane bound to the Richmond, in ballast. In making for the river during a fresh S.E. wind and heavy sea she fell off. An attempt was made to stay her which failed, and in the endeavour to wear she got ashore, and became a total wreck. The Board decided there were no grounds for charging the master with default for the loss of his vessel.

Francis Hixson,
President.

## "WALLAROO."

The Court consisted of Robert Henry Ferguson, Esq., S.M., and John Bickers, Esq., J.P., William Begg being Nautical Assessor, and Lieutenant W. N. Goalen, R.N., being present, pursuant to instructions conveyed in despatch from Earl Kimberley, late Secretary of State for the

Colonies, to His Excellency the Governor of this Colony, dated 30th August 1873.

"After careful consideration, the Court is unanimously of opinion that the loss of the barque 'Wallaroo,' at Wallaroo, on the 11th of May last, is attributable to an error of judgment of the master, Samuel White Sweet, for not giving the ship a greater scope of cable than she had before the gale commenced, and letting go a second anchor. According to his own evidence, the barometer indications were such as should have induced a prudent shipmaster to prepare for heavy weather, instead of which Captain Sweet was lulled into a sense of security by the weather keeping moderate, until the first squall burst over the ship, which was the immediate precursor to a heavy gale of wind. Captain Sweet, by endeavouring to throw blame on the harbour-master, as being directly responsible for the disaster in not issuing instructions to give the ship more cable, or let go a second anchor, evidently shows that his ideas of a master mariner's duties are somewhat peculiar-as nothing whatever absolves the master from all and every responsibility in connexion with his ship. After carefully considering the whole facts, as adduced from the evidence, and taking into consideration that the crew of the 'Wallaroo' are dispersed and cannot be called to give evidence, the Court are inclined to be lenient, but cannot refrain from censuring Samuel White Sweet for neglect, and he is hereby censured accordingly.

"The Court are of opinion that such censure will meet the demands of justice."

## "WINDHOVER."

The Board held an inquiry into the circumstances attending the abandoning of the iron brig "Windhover," of 207 tons register. The vessel was owned by Wright and Co., and insured. She was on a voyage from Sydney to New Zealand with a cargo of hard wood, and in consequence of heavy weather lost her starboard bulwarks and commenced to leak seriously the day after her departure from port. An attempt was now made to regain the land, but the heavy south-westerly weather prevented this, and moreover caused the leak to increase. The barque "Saxon," Captain White, was sighted and remained by the "Windhover" for some time, and eventually sent a boat in charge of Mr. A. Bankier, the chief officer, and took the crew of the "Windhover" on board the barque. The Board did not consider that there was any ground for charging Captain Roels, the master of the "Windhover," with default for the loss of his vessel.

FRANCIS HIXSON,
President.

## "WESTERN," (S.S.)

The "Western," a screw steamer of 266 tons, and 100 horse power, left Endeavor River for Cleveland Bay on the 30th November. The last land distinctly made out in passing was Rocky Islet, at 7.30 p.m. At 11.30 land, supposed to be Cape Tribulation, was abeam, three to four miles distant. Thence, though the statements of the witnesses differ on this point, her course appears to have been S. ¼ E. corrected for deviation. Shortly after 2 a.m. land, supposed to be Snapper Island, was seen bearing about S.S.W., and her head was put inshore in order to make it out more distinctly. When within one or two miles, her course was altered to S.E. by S., the land being then somewhat on the port quarter. The weather was hazy at the time, with a light air from the north-east. The speed of the vessel was estimated at being seven knots. The master was on deck, and occasionally hove the lead himself, the last cast being four fathoms. Five or ten minutes after this the vessel went ashore on the shoal to the S.E. of Island Point. It was then near low water. With the flowing tide she floated off and proceeded on her voyage.

After duly weighing the evidence, the Board are of opinion that the vessel was stranded in consequence of her speed being under estimated and miscalculated, and also from her engines not being stopped when she was found to be in four fathoms of water. Though the night was dark and hazy, and no land had been positively recognized since 7.30 the previous evening, the speed of the vessel had not been ascertained, nor the patent log used. When, after 2 a.m., the vessel's course was altered to S.S.W. towards the land, in order to make out what the master supposed to be Snapper Island, the vessel, even by her estimated speed, had passed the island some four miles. While by steering a S.E. by S. course for half an hour, with that island nearly astern, as stated, a cast of four fathoms would have put the vessel on the reef off the Low Islands.

When the four-fathom sounding was got the Board are of opinion that the engines should have been at once stopped and reversed, and the vessel's head put to the northward, whereas no attempt to check her speed was made before she took the ground.

The Board therefore consider that Captain Davies is deserving of censure for grounding the "Western" on the morning of the 1st of December, and he is hereby censured accordingly.

The crew, which afford only two hands for each watch during the night, is in the opinion of the Board insufficient for a steamer carrying a number of passengers, and one hand, at least, they consider should be available for the lead or other necessary duties in addition to the man at the wheel and the man on the look-out; so that the master may be able to devote his whole attention to the navigation of the vessel.

The Board find that the ship's log, as kept by Mr. Mc Auly, the mate, contains a very imperfect account of the movements of the vessel, and is anything but creditable to that officer.

G. P. HEATH,
Commander R.N.,
Chairman.

## "ZAMBESI," (S.S.), and a Chinese Fishing Junk.

*Finding of the Court.*

At 2 p.m. on the 17th day of June 1875, the Peninsular and Oriental Company steamship "Zambesi," official number 68,413, George Frederick Cates, master, number of whose certificate of competency is 3,055, when entering the harbour of Victoria came into collision with a fishing junk, of 800 peculs burden, on board which were four men, four women, and seven children.

The fishing junk was submerged, and one man and five children drowned or missing.

The Court finds that the collision was unavoidable, and no blame attributable to the captain or officers of the "Zambesi."

The Court has therefore returned the certificate to the master.

C. MAY, First Police Magistrate.
J. P. MCEWEN, R.N., Acting Harbour Master, &c.
ROBT. MCMURDO, Unofficial Justice of the Peace.
R. H. CAIRNS, Government Marine Surveyor.
M. BRACE, Master, Brit. Str. "Nankin."

Confirmed.

J. GARDINER AUSTIN,
Administrator and Commander-in-Chief.

## "ZEAL," (S.S.)

The steamship "Zeal" is a new vessel, the present being her second voyage. She was built at Seacombe, in the county of Cheshire, last year, and her register bears date 4th October 1875. Her engines and boilers were made by John Jones and Son, of Liverpool.

The vessel left Liverpool on 24th February last, and all seems to have gone well up to midnight of the 20th, or 10 minutes past 12 o'clock a.m. of the 21st March last, when an explosion in the combustion chamber of the fore starboard boiler took place. The vessel was at this time about 250 miles to the eastward of Aden, and as two firemen named Chamberlain and Larder had been seriously injured by the explosion of the boiler, Captain Priest immediately proceeded back to Aden in order that the men might be put under proper medical treatment, there being no surgeon on board the "Zeal."

Some of the witnesses called before us, state that the outlet of the combustion chamber of the forestarboard boiler was stopped up in three or four days after the vessel left Liverpool, and they allege that attempts were frequently made by them to force a slice or a long hooked

rake which they had on board through the outlet of the chamber, but that neither the slice nor the rake could be forced through the outlet owing to an accumulation of sediment and salt in the combustion chamber.

The chief engineer, Mr. Foxley, who holds a first-class certificate of competency, granted to him by the Board of Trade in 1866, states that the outlet in question was not stopped up soon after the vessel left Liverpool or at any time previous to the accident.

It is very evident to the Court from the statements made by the engineers and other witnesses belonging to the "Zeal," and also by the report of the survey held at Bombay, by Mr. Mathews, the engineer surveyor, and by Mr. Rustomjee Ardaseer, shipwright surveyor at this port, that there was an accumulation of sediment and salt in the combustion chamber or under the bridge plate of the boiler, and that this accumulation either partially or wholly stopped up the outlet in the ash pit.

Mr. Mathews in his evidence before us, states it as his opinion that the explosion was caused by the peculiar formation of the accumulation of salt which was found in the combustion chamber, and he considers it an unusual thing for salt to accumulate in this way. He also states that there was no means of ascertaining that the salt was so accumulating.

We are of opinion that the explosion was caused by the accumulation under the bridge plate of the boiler of sediment and salt as above described. The formation of this part of the boiler does not appear to be in accordance with others of the same construction. It has a solid bridge plate fitted, extending to the back plate of the combustion chamber with bricks built over it forming the bridge for furnaces. The outlet from the ashpit or chamber is out of all proportion for cleaning or removing any salt or sediment which might collect there from leaking seams or rivets when the vessel is under steam.

The only appliances on board the "Zeal" for cleaning out the combustion chamber or outlets were not in our opinion suitable for cleaning out the particular part of the combustion chamber above noticed, as the bottom part of this chamber is eight inches below the ashpit, and thus forms a hollow space for the accumulation of dirt or sediment, and this has no doubt been the cause of the sad accident by which two lives have been lost.

Mr. Foxley, the chief engineer of the "Zeal," appears to have acted with praiseworthy promptitude when the accident occurred. The cause of the accident was immediately discovered, and holes were at once cut by him in the four boiler bridge plates in order to prevent further accidents; we can only regret that this precaution was not sooner taken as regards the forestarboard boiler.

We consider, however, that Mr. Foxley should have shown more care and judgment in examining, at the ports called at on the voyage to Bombay, the combustion chamber under the bridge plate of the fore starboard boiler, with the view of ascertaining whether the chamber was free from sediment or salt. His evidence before us was given in an intelligent and straightforward manner, and he did not evince any desire to conceal anything connected with the cause of the accident. We do not believe there was any culpable neglect on his part, or on the part of any of the engineers of the steamship "Zeal."

With regard to Captain Priest, who is in command of the "Zeal," we would remark that he acted with good judgment and showed due regard for humanity in so promptly steaming back to Aden in order to provide medical aid for the two unfortunate men who were mortally injured when the ship's boiler exploded.

C. P. Cooper,
Senior Magistrate of Police.
C. W. Pearson,
Commander of the steamship "Strathleven."
H. B. Barnes,
Superintending Engineer Peninsular and Oriental Company.

Confirmed.
P. E. Wodehouse,
Governor.

**APPENDIX TO TABLE 48.—Reports of Inquiries by Naval Courts into the causes of Wrecks, Casualties, and Collisions of British Vessels which were received at the Board of Trade during the year 1875-6.**

## "ABDIEL," (S.S.)

No special charge or accusation against any person or persons belonging to the "Abdiel" having been laid before the Court, either before or during evidence, the Court held the summoning of further witnesses unnecessary. The room having been then cleared, the Court after mature deliberation on the evidence already given, documental and oral, unanimously resolved as follows:

Firstly. That the position of the "Abdiel" at the time immediately preceding the casualty, namely, from the moment of rounding Frenchman's Cap to that of her stranding on Buck Island, had been, as appeared from the evidence given, one that required the exercise of special caution on the part of the master.

Secondly. That such caution should have been exercised by taking cross bearings, by repeated soundings, and by slackening speed; none of which measures had in fact, as appeared by the evidence, been taken.

Thirdly. That the stranding of the "Abdiel" was, in the opinion of the Court, due to the negligence of the master, Captain J. E. Steel.

Fourthly. That the Court does not, however, on the evidence laid before it, consider such negligence to render necessary the removal of the said Captain J. E. Steel from his actual charge of the steamship "Abdiel."

The Captain having been recalled into presence, the above decision was read out to him; after which the business of the Court was declared closed.

M. B. SIMMONDS.
A. JULIEN.
E. RICHARDS.
SAMUEL KENDRICK.
W. G. PALGRAVE,
H.B.M. Consul and
President of the Court.

## "ADA."

The schooner "Ada," of Plymouth, of 129 tons register, official number 53,057, Henry Westlake, number of certificate of competency 2,936, master, having a crew of five men, left Genoa, on the 5th of February bound to Rio Grande do Sul, with a cargo of general merchandise; her draught of water was 10 feet 6 inches aft and 9 feet forward. The vessel stranded on the 25th April a short distance north of Rio Grande do Sul Bar and became a total loss. The master noted and extended his protest and evidence has been taken before the Naval Court summoned to inquire into the circumstances attending the loss of the vessel. From the protest, the ship's log-book, and the evidence before the Court, it appears that on the morning of the 25th April the weather was squally and hazy with rain; that the light at the bar was seen shortly after 5 o'clock; the vessel was tacked in shore, the wind being S.S.W. All the witnesses (with the exception of Daniel Neal) and the master's statement show that as they were standing in for the bar they saw masts of what they took to be the bar boat. The vessel was kept standing in and the lead going until the water shoaled to 4½ fathoms, when the master discovered that it was not the bar boat but a vessel on shore; he ordered the vessel to be put about; when in act of staying the peak halliards carried away and the gaff came down and broke in two, causing the vessel to fall off; orders were given to wear, but in trying to do so the mate, Joseph Bruce, states she bumped and that a sea came over the quarter and knocked the master from the wheel. This is corroborated by the witnesses Shakesby and Webb. It then appears that the vessel would not wear and getting in the breakers kept striking and broached to, starting the sternpost and splitting the rudder head. The vessel went some way along the beach striking heavily, and as nothing could be done to save her all hands came on shore in the ship's boat.

The Court consider the evidence given by the crew somewhat contradictory and not to be entirely depended on.

From the statement handed in by Captain Westlake it appears that when he found the vessel in five fathoms water he did what was right under the circumstances by trying to put the ship about, and had not the accident occurred which prevented the mainsail from being used the vessel in all probability would not have gone ashore.

The Court after due deliberation absolve the captain from blame.

The Court wish to observe that it would be better for all shipmasters coming to this port to provide themselves with the Admiralty Chart of Rio Grande do Sul, No 2,002, and the South American Pilot, part first.

RANDAL CALLANDER,
H.B.M. Consul, President.
ALEXANDER STEPHEN, } Members.
J. MACKENSIE, }

## "ÆOLUS."

The Court having deliberated agreed upon the following judgment.

It is our opinion that the loss of the vessel is attributable to want of knowledge of the set of the tide, and miscalculation of the distance from the Weser at the time of departure; further, that too much canvas was carried upon the vessel to admit of proper soundings being taken, the ship not having been stopped at 1.55 p.m. on the 17th instant to take a cast of the lead, and having been kept going at the rate of five or six knots at the time of the stranding at 2 p.m.

At the same time, owing to the great care which appears to have been used in the navigation of the ship up to the time of sounding at the above-mentioned time, 1.55 p.m., when it appears by the mate's log-book no bottom was obtained, although he has stated in his evidence that a minute or two later eight fathoms was obtained, we would recommend the master to the clemency of the Board of Trade, although we cannot account for his non-appearance at this inquiry.

We beg to return Mr. Foot his certificate, exonerating him from all blame.

GEORGE ANNESLEY,
H.B.M. Consul,
President of the Court.

## "AMITY."

We, the undersigned, having duly weighed the evidence adduced, give it as our opinion that the loss of the British barque "Amity" must be attributed to a strong current setting to the north of west, and probably caused by the strong winds of the day before, which set the vessel off her course about 20 miles. From the evidence heard, we believe there was no reason to lead anyone to suppose that this current should have such a northerly drift; and that it was unusual, is partly borne out by the fact that the British steamer "Milton" also touched a reef in the neighbourhood on the same evening. All care and attention were apparently shown in the navigation of the ship, and to the state of the compasses, and, owing to the depth of water, sounding would not have prevented the accident.

We further consider that everything possible was done after the accident to save the vessel; and we therefore exonerate William Shearer, master, William Wood, first mate, and George Jacob, second mate, from any blame in the matter, and now return them their certificates.

A. P. Cameron,
H.B.M. Vice-Consul.
R. A. Ferguson,
Procuration holder of Messrs. Pitcairn, Syme, and Co.
J. Cumming,
Master of the British ship "County of Bute."
A. McIntyre,
Master of British ship "Florence Nightingale."

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## "ARAB," (S.S.)

*Finding.*

The Court having duly considered the evidence laid before them in the foregoing case reports as follows:

The screw steamship "Arab," of Boness, official number 65,062, was a new iron vessel of 649 tons register, she was built at Inverkeithing in 1875, was classed 90 A 1, at Lloyd's, and was insured. She was built in four water-tight compartments.

She left Inverness on the 28th October last on a voyage to Cronstadt with a cargo of coals, and having in tow the dredger "Neva, No 3," which was built in Scotland for the Russian Government.

On the night of the 3rd November following, when about 20 miles south of the Hoburg Light, on the south point of Gotland Island, in the Baltic, a collision occurred between the dredger "Neva, No. 3,"and the Norwegian three-masted schooner "Sjogasten."

The dredger was so much damaged that the master of the "Arab" thought it prudent to take her into Burgsvik Bay, Island of Gotland, where she shortly afterwards sunk.

In performing the service the "Arab" took the ground, was backed off, and subsequently anchored in 3½ fathoms of water.

The following morning, 5th November, in moving the ship to clear the dredger, which was sinking, the "Arab" again took the ground; a short time after the water rushed into the stokehole, put out the fires, and the vessel finally settled on the ground, and so remained until salved on the 2nd December following, when she was floated with the assistance of salvors, and taken to Oscarshamn.

The Court reports that with regard to the collision with the dredger "Neva, No. 3," the Norwegian vessel was in default.

The evidence heard before the Court corroborates the statement of the master and crew of the "Arab," that she had two mast-head lights burning, to show that she had a vessel in tow. Her side lights were also lighted in accordance with law.

It is therefore to be inferred that the Norwegian vessel either did not observe the double mast-head lights of the "Arab," or did not understand their meaning. The Court, however, is of opinion that if the master of the "Arab" had been towing with a reasonable length of hawser (say 30 or 35 fathoms) instead of the 100 fathoms which he states were out, the accident to the dredger would not have occurred, and hence no necessity would ever have arisen for the present inquiry into the stranding of the "Arab."

The towing of a vessel of the description of this dredger across the North and Baltic Seas at so advanced a season of the year was a service of no ordinary risk, if not of danger, and it was incumbent on the master of the "Arab" to use all and every reasonable precaution in carrying it out.

The Court is of opinion that in such fine weather the dredger would have steered better with a quarter the length of hawser actually used, and that the sheer to starboard which she is reported to have had would have been in a great measure counteracted by a shorter tow line.

At the time of the collision, though the helm was lashed hard a-starboard, she was not in the wake of the "Arab," but about two or three points on her starboard quarter.

It is stated that there was no time either to back the "Arab" or to cast off the hawsers, either of which operations would have saved the dredger; neither was the steam whistle used to give warning, and it would even appear that steam was not laid on at the time.

The Court finds that the steamship "Arab" was run on the ground in consequence of the ignorance and incompetence of the Swedish pilot, L. J. Wigsten, who, though ordered by the master to take his ship into 4½ fathoms of water, ran her on the ground in three fathoms, and subsequently anchored her for the night in 3½ fathoms, having reported 4½ fathoms to the master.

The Court does therefore acquit Mr. W. Jacobsen of blame in connection with the actual stranding of his ship the "Arab."

The Court reports that a disadvantageous contract was entered into for the salvage of the "Arab."

Disadvantageous because it resulted in the loss of half her cargo, because the ship remained more or less under water for 26 days, which must have considerably deteriorated her engines, and because the evidence laid before the Court goes to prove that this vessel might have been salved at less cost in considerably shorter space of time, and with no loss of cargo whatever if private interests had not been brought to bear on the selection of salvors.

The Court, however, wish to exonerate Mr. W. Jacobsen, the master of the "Arab," from blame in this matter. He was a stranger, and appears to have been influenced by the person whom he considered most fitting and competent to advise him.

The Court does not consider that the charges of drunkenness advanced against the master of the "Arab" are borne out by evidence.

The Court does order Mr. W. Jacobsen, master of the steamship "Arab," be reprimanded, on the grounds that he did not take sufficient precautions in carrying out the service on which he was employed, viz., the towing of the dredger "Neva, No. 3," from Inverness to a Russian port.

The Court further orders that the costs of these proceedings, amounting to 181*l.* 18*s.* 7½*d.*, be paid by the owner or owners of the steamship "Arab."

The master, Mr. W. Jacobsen, being asked whether he would pay the costs or give a bill on his owners for the amount, replied that he would give a bill for the costs.

W. F. Segrave,
H.M. Consul, President.
Oscar Baker.
Percy Frere Luck.

The Court cannot separate at the close of this protracted inquiry without adverting in the strongest terms to the discreditable circumstances disclosed in the course of these proceedings.

That the person charged with the protection of British interests in Gotland, should not only have been a party to defrauding owners and underwriters by accepting money in consideration for obtaining contract of salvage, but should also have used the influence of his position to prevent salvage assistance being rendered unless such money consideration were forthcoming, is in the opinion of this Court abundantly proved by the evidence laid before it, and they consider it their duty to mark their sense of such malpractices by recording their opinion, and attaching the same to the proceedings.

W. F. Segrave,
H.M. Consul,
President.

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## "ATHENA."

The Court, after due examination of the ship's log-book, and consideration of the circumstances, statements, and declarations made, is of opinion that the stranding of the "Athena" arose from an error of judgment on the part of Captain Inglis, when he sighted the light at 1.30 a.m. on the 16th, he supposing his vessel then to be a much greater distance from the reef than she actually was. This error may be accounted for by the hazy state of the atmosphere. The Court is also of opinion that a proper look-out was kept, and all due precaution used; that the throwing overboard of a portion of the cargo was a wise and necessary measure, with the object of saving the vessel and remainder of cargo; and that it is owing to the prompt and energetic action taken by the captain when the vessel struck that she was got off with comparatively little damage or loss.

ROBERT R. BROWN,
Master of the "Mary Mildred."
JOSEPH R. SCAPLEHORN,
Master of the "Noumea."
JAMES GILLIES,
British Vice-Consul,
President

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## "ATLANTIC."

After carefully considering the evidence adduced, the Court are of opinion that it was an imprudent act to get the vessel under weigh; not only with light winds, the day nearly spent (when it generally falls calm), and a fog setting in, but also without any preparation being made for keeping the lead in constant use, or ascertaining if the ship was drifting. They also consider not bringing the ship to an anchor immediately the fog got thick was most blameworthy. The Court do not lose sight of the fact that at the time of the casualty the "Atlantic" was in charge of a pilot, and although this by no means exonerates the master from responsibility, and the duty he was under of using his judgment as such. Yet in view of his general good character, his sobriety, long service, and evident efforts to do his best after the calamity, the Court believe that the justice of the case will be met by severely reprimanding the master for not exercising greater care, and suspending his certificate for three months. He is accordingly severely reprimanded and his certificate suspended for three months from the 19th of February 1876.

The costs of the Court to be paid by the Board of Trade.

GEO. CHAMBERS,
Commanding S.S. "Truxillo."
G. G. COATHERPE,
Commander S.S. "Eten."
EDWARD MARCH,
H.B.M. Consul and President.

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## "AURELIE."

*Finding of the Court.*

From the evidence in this case it appears that the "Aurelie," a wooden ship, of the registered burden of 548 tons, six years old, in good order and condition, having been recently repaired and newly coppered, took on board a cargo of bituminous coal at Liverpool, about the 14th of April last. The quantity shipped was 701 tons. It was taken on board during two days, when the weather was fine and dry. The ship was not fully loaded, it being testified that she could have carried 150 tons more. The coal was loaded in bulk on the skin of the vessel, without any artificial provision for ventilating the cargo. The ship sailed from Liverpool on the 16th of April for "Barbados and a market," and arrived at Barbados on the 31st of May, having had fine and moderate weather throughout. She lay at Barbados for 20 days, during which time the master, after communicating with various West Indian ports, and finding no market for the coal, received orders from his owners to proceed to Monte Video, for which port the ship consequently sailed from Barbados on the 20th of June. She pursued her voyage with moderate weather until the 1st August, when owing to the effect of the trade-winds she had reached 30° 16′ west longitude and 16° 39′ north latitude. On the evening of this day, the second mate having reported that he suspected the coals to be on fire, owing to an unusual odour of gas, a hole was digged in the coals, which at the depth of two feet were found to be greatly heated. On the following morning a rod of iron being driven down through the cools to the depth of 11 feet, was allowed to remain two hours, when, on being drawn up, the middle part of the rod was found to be red hot. The ship was then steered for Barbados, and all sail made to reach if possible that port. Day by day the smoke and heat from the coals increased, the cabin became uninhabitable, the pitch in the deck seams boiled, and the beams and lining of the ship below were, from the nature of the smoke, evidently burning. Meantime the ship was kept under a press of sail, steering for Barbados, while the boats were provisioned and fitted for quitting her in case of necessity. When the fire was discovered on the 1st of August, the master ceased pumping the ship, in order to allow the water to rise and thus possibly extinguish the fire. The hatches were for a day or two closed, but afterwords partly opened, to obviate an explosion of gas. On the 7th of August at noon the ship was pumped dry, and on subsequently sounding the well at 4 p.m. 3½ feet of water were found in it, showing that the ship's side must have been burnt through. At 5 p.m. she began to settle, there being nearly six feet of water in her hold, and the heat and smoke being also intolerable, the master and crew embarked in the boats, and lay by the ship until 9 p.m., when she sank and went to the bottom.

Together with the master and crew in the boats was the wife of the master, in a very delicate state of health, and their little daughter, two years old. They were then at a distance of more than 1,500 miles from the nearest land, and the boats keeping together were steered towards Barbados. After nearly four days of hardship and loss of rest, they were fallen in with and rescued by the American ship "Moonlight," bound from Batavia to New York, and conveyed in that ship to this port.

In reviewing the evidence, we find that during the voyage out to Barbados the vessel made not more than three quarters of an inch of water per hour, and less than that quantity per hour after leaving Barbados.

That the water could hardly have reached the coals, as the ship was regularly pumped. The moisture from the bilge water would however be absorbed by the coals, and the only ventilation, if it can be called such, of the cargo consisting in leaving a portion of the forehatch open. Spontaneous ignition of the coal naturally ensued, resulting in the loss of the ship. Such a result was obviously natural, when it is considered that the coal had been on board of this ship for very nearly four months, and during nearly three months of that time continuously within the tropics. If, as is usually the case in ships carrying coals on a voyage likely to extend over three months, a provision had been made for ventilating the cargo by means of wooden boxes or tubes penetrating the coals, the ignition in this case would probably have been prevented; and as this ship's cargo was not to be certainly landed at Barbados, but was shipped for that port "and a market," which, as it turned out, required her to proceed to the distant port of Monte Video, we are of opinion that some sufficient means of ventilating the cargo and allowing the gases to escape should have been supplied at the time the cargo was taken on board.

It does not appear upon whom the duty of making such a provision devolved, and it was probably not taken into consideration by any one connected with the ship or cargo. Having regard, however, to the circumstances of the loss of this ship, we deem it important that ships carrying cargoes of bituminous coal to distant ports, or on voyages likely to extend over thirty days, and especially when bound for tropical regions, should be loaded under official inspection, and subject to the compulsory adoption of such appliances for ventilating the cargo as may be best calculated to obviate the danger of spontaneous combustion.

Under the circumstances in which the master found himself placed when the coals were discovered to be on fire, we think he conducted himself with skill and courage. His determination indeed not to quit the ship so long as there was a possibility of bringing her to port was creditable to him, and was carried almost to the verge of rashness, for on the last two days, when the ship was excessively heated, the fire might have burst forth at any moment, wrapping the ship in flames, and imperilling the lives of those on board.

E. M. ARCHIBALD,
H.M. Consul General,
President.
THEODORE COOK,
Commander,
Ship "Russia."
W. WALKER,
Master,
Ship "Greenock."

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## "CALEDONIAN," (S.S.)

A Naval Court was held on the first instant at the British Vice-Consulate at Almeria in Spain, under the presidency of Philip Barron Esq., British Vice-Consul at said place, to inquire into the cause of the stranding of the British S.S. "Caledonian" on the beach near Escullos on the 7th of May last. The other members of the Court were Mr. Wm. Smith, master of the S.S. "Renown" of Newcastle, official number 52,664, Mr. Wm. Weightman, master of the S.S. "Monkseaton" of Newcastle, official number 62,346, and Mr. Joseph Martinez Neale, Austrian Consular Agent and merchant of Almeria, there being at the time no British merchant in town, and Mr. Martinez Neale being acquainted with the English language.

The following appear to be the facts of the case: The S.S. "Caledonian," of Liverpool, official number 65,954, her registered tonnage 1,851 tons, British built, and fitted with compound engines of 210 horse power, left Bombay, bound for Liverpool, laden with a general cargo, on the 4th of April last, under the command of John Hamilton as master, whose certificate of competency is No. 98,493, coming by the route of the Suez Canal, and at 10.15 a.m. of the 7th May last, ship struck the ground at Escullos. Chief officer came to Almeria for assistance, Captain Hamilton remaining by the vessel, duly fulfilling his duty.

Captain Hamilton having expressed his desire that a Naval Court should investigate the cause of the loss of his said vessel, I summoned said Court as above stated, giving him due notice for his attendance, annexed copies of both documents. Due notice was also given to witnesses to attend.

Said Court examined Captain Hamilton, as also, as witnesses, James Welham, Henry Williams, and William Ployer, chief officer, second officer, and carpenter respectively of the "Caledonian," whose original depositions are annexed, all agreeing in giving the most satisfactory information of the high character in every respect of Captain Hamilton.

The Court therefore, after having deliberately weighed and considered the statement made by Captain John Hamilton, as well as evidence upon oath given by the witnesses, gave the following judgment: "In consequence of the evidence before stated, and the character given of Captain Hamilton, the Court is unanimously of opinion that he has acted throughout with the greatest care and ability in conducting his ship, and that if he had the misfortune of running her ashore at Escullos no blame or fault can be laid on him or his officers, and the misfortune must have arisen from certain and irregular currents at Cape de Gate not generally known, and likewise on account of the dense fog and variation of the compasses. This being the opinion of the Court, we acquit Captain Hamilton and his officers from any fault, blame, or responsibility in the accident.

PHILIP BARRON, Vice-Consul,
President.

WILLIAM SMITH.
WILLIAM WEIGHTMAN.
JOSEPH MARTINEZ NEALE,
Austrian Consular Agent
and merchant of Almeria.

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## "CAROLINE."

The Court having deliberated, agreed upon the following judgment.

It is our opinion that had the cargo of palm kernels been shipped in bags, there would have been less liability of the choking of the pumps, to which cause alone the destruction of the vessel is to be attributed. How the pumps became choked with the kernels there is no evidence to prove. The witnesses agree that the ceiling, the dunnage, and the matting were proper and suitable, and that the vessel was caulked before leaving Sherbro' River. We are of the opinion that the vessel was seaworthy when she commenced the voyage, and also when she left Sierra Leone, and that there was not a premature abandonment of her. The evidence as to the sobriety and attention to duty of the master and mate is unanimous, and we therefore return them their certificates.

To the foregoing judgment the following opinion was appended by Her Majesty's Consul:—

From the age of the master, who was 71 years old last June, and many of whose answers were given in a most confused manner, I am of the opinion that, although he has stated that the dunnage was satisfactorily laid, it could nevertheless not have been so, or the casualty would not have happened.

GEORGE ANNESLEY,
H.B.M. Consul,
President of the Court.

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## "CATHERINE MARDEN" and Junk "CHIN HENG TAI."

*Judgment of the Court.*

After consideration of the evidence, we think that the collision which occurred between the "Catherine Marden" and the Chinese junk "Chin Heng Tai" was entirely the fault of the junk, in having no light exhibited on the night in question.

We think that every care and precaution was taken on board the "Catherine Marden," and that no blame attaches to the captain or his officers.

We therefore return Captain Marden his certificate.

Costs of Court to be paid by the parties calling this inquiry.

W. H. LAY,
Consul.
JAS. NICOL.
JOHN STOTT.

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## "CLEVEDON."

The Court, pursuant to an order from Edwin John Pollard, Esq., Captain of Her Majesty's ship "Tenedos," and senior naval officer present at Valparaiso, proceeded to investigate the circumstances attending the burning and abandonment of the British barque "Clevedon," of Liverpool, official number 60,086, and having deliberately weighed and considered the evidence and observations preferred by the master and the men, late members of that crew, who have appeared before the Court, the Court is of opinion that the statement made by the master of the barque "Clevedon," that that vessel was abandoned on fire at sea, is correct; that such fire had its origin in the spontaneous combustion of the coal; that the master, Mr. Hughes, his officers, and crew appear to have performed their duty to the utmost of their power to save the vessel, and that no blame can be to them attached for the casualty.

The Court therefore has much pleasure in returning to the said master his certificate, as also to the first and second mates their certificates.

Further, the Court do desire to express their opinion that had the "Clevedon" been supplied with force pumps or other appliances for extinguishing a fire, there might have been a greater chance of preserving the vessel, and that the provision of such appliances should be obligatory on all vessels.

W. HARRIS.
JNO. D. DEANE.
J. DE V. DRUMMOND HAY.

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## "COLOMBO."

The Court, pursuant to an order from Ernest Rice, Esq., Commander of Her Majesty's ship "Albatross" and Senior Naval Officer present, having been duly sworn, proceeded to investigate the circumstances connected with the British ship "Colombo," of Greenock, official number 62,058, taking the ground in the Bay of Panama on the morning of the 25th of December 1875, and which led to her sinking at the anchorage in the Bay of Panama off Perico Island, and having heard the narrative of Mr. William Murdoch, the master, of the circumstances relating thereto, and taken the evidence of such of the officers and other persons composing the crew as the Court considered

necessary, and having deliberately weighed and considered the said narrative and the whole of the evidence, the Court find that the "Colombo" was sunk off the Island of Perico, in Panama Bay, the result of striking the ground on or in the vicinity of the Danaide Rocks, but from the total absence of bearings the exact position cannot be determined, and that the said stranding was caused through the negligence of the master, such neglect being evinced—

1stly. By neglecting to give proper orders to the first mate at 4 a.m. as to the use of the hand lead.

2ndly. In not coming on deck at 5.30 a.m. when the ship was put about and the Island of Flamenco reported in sight by the first mate to fix the position of the ship by cross bearings.

3rdly. Not coming on deck at daylight for the same purpose.

4thly. Not fixing the position of the ship by cross bearings at 6.30 a.m. when he came on deck the land being in sight on several bearings; and

5thly. In not doing so at any subsequent period previous to striking.

The Court is also of opinion that the inability of the master to give any satisfactory information as to the position of the ship at any time during the morning, and especially at the time of striking, shows a want of precaution in navigating.

The Court doth therefore adjudge that the certificate, No. 29,338, dated 27th of October 1870, of the master, Mr. William Murdoch, be suspended for one year from the date hereof.

The Court is also of opinion that great blame is to be attached to Mr. John Kerr, first mate (number of certificate 92,958, as master, dated 27th of May 1874), when in charge of the ship as officer of the watch from 4 to 6.30 a.m., during which time the master was below, in not using the hand lead and not fixing the position of the ship by cross bearings. The Court doth therefore adjudge him, the said Mr. John Kerr, to be severely reprimanded.

The Court is of opinion that no blame attaches to any of the other officers and ship's company and they are exonerated.

And the said certificate of Mr. William Murdoch is hereby so suspended for one year from the date hereof and the said Mr. John Kerr is hereby so severely reprimanded and the said remaining other officers and ship's company are so exonerated accordingly.

The Court doth adjudge the costs of the proceedings, amounting to £48.08cts. to be paid by the "Colombo."

And the owners of the "Colombo" having requested by telegraph Mr. A. J. Center, the manager at Panama of the Pacific Mail Steamship Company, to act for them in saving the ship, and he being willing to do so, the Court hereby direct the master to transfer to him the charge of the ship.

H. Mallet.
Ernest Rice.
T. Hawkins Smith.
Geo. Chambers.

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## "COMMODORE."

*Finding.*

The Court having maturely weighed and considered the whole of the evidence laid before them, is of opinion that the fire which took place on board the British barque "Commodore," of Hartlepool, official number 46,801, at Wifsta Wharf on the 7th of June last, was caused by a lighted candle having by some means fallen below the battens with which the vessel was being loaded.

The Court cannot but advert in strong terms to the pernicious and dangerous practice which appears to prevail of using naked lights between decks when loading timber. This practice is forbidden by the port regulations of Wifsta Wharf, although the captain of the port stated that the regulations were not enforced. But in the absence of all evidence of crime or culpable negligence, and the unanimous testimony borne as well to the prevalence of the practice which amounts almost to an unwritten law in the timber trade, as also to the exertions made by the officers and crew of the ship to save property, the Court refrain from reprimanding Mr. Robert Boyes, the master, and return him his certificate of competency.

And the Court do order that the whole of the expenses connected with this inquiry, amounting to 67*l.* 12*s.* 3*d.*, be paid by Her Majesty's Government.

W. F. Segrave,
H. M. C.
Oscar Baker.
Percy Frere Luck.

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## "COTOPAXI," (S.S.), and "BIO BIO," (S.S.)

The Court cannot but express a regret that the directors of the Chilian Steamship Company, owners of the "Bio Bio," should not have consented to allow the officers of that vessel to give their statement before the Court, as was requested, for the evidence which would thereby have been obtained as to the course of the "Bio Bio," and the lights seen and shown, would have been of very great assistance; but in the absence of such evidence the Court forms judgment from that which could be elicited from the officers and crew of the "Cotopaxi." and having deliberately weighed and considered the evidence and observations preferred by master, officers, and portion of crew of the "Cotopaxi," who have appeared before the Court, the Court is of opinion that the position and conduct of the two ships at time of "Cotopaxi's" sighting the "Bio Bio's" lights was as follows:

Firstly, with regard to the "Cotopaxi." The "Cotopaxi," steering a course south to west, carrying bow and steam lights, burning brightly, in strict conformity with regulations in Merchant Shipping Act, observed a green light about two points on the starboard bow, and starboarded her helm to ensure approaching vessel a wider berth. Observing, however, that approaching vessel was porting her helm and showing both her bow lights, put the helm hard a-starboard, and again observing her still porting and showing a red light, stopped engines. About a minute afterwards was struck by a steamer on the starboard bow, at an angle of about 90° with the keel. Secondly, with regard to the "Bio Bio." Had the "Bio Bio" seen any lights between the time of "Cotopaxi" first sighting her lights and the time of collision they must have been a green bow light and a white forestay light, bearing about two points on her starboard bow. So long therefore as she held on the course she was then steering, she was in perfect safety. By the position of the vessels, and the evidence before the Court, it is clearly shown that she ported her helm, showing first a green light, then both red and green lights, then her red light only. This being in direct opposition to the rule of the road, as laid down in Digest of Statutes relating to Merchant Shipping, no evidence having been given to show that a departure from the said rules was necessary. Further, that on closing the "Cotopaxi," and obviously in imminent danger of collision, indeed within one minute of colliding, she does not appear to have stopped her engines. The Court is therefore of opinion that no blame whatever is to be attached to the master, Mr. R. B. Williams, Mr. Theodore Leportier, the officer of the watch, or Mr. George White, the chief engineer, on account of the collision under consideration, and that all was done by Mr. Theodore Leportier, the officer of the watch, both before and after collision, that was necessary to prevent the casualty for which he was in no way responsible.

The Court, therefore, has much pleasure in returning to the said master, second officer, and the chief engineer their certificates.

Alex. McB. Elliot.
Raymond B. Needham.
J. de V. Drummond Hay.

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## "DERWENT."

*Decision.*

Captain John Gadd.—The Court have carefully weighed the evidence contained in your protest, and taken *viva voce* from yourself, and the members of your late crew, and have decided that the loss of the "Derwent" arose from your mistaking Trouwers Island and the headland marked A in in the chart before you for Klapper Island, and the head-

land named Sangian Siera, and thereafter steering courses which although perfectly in order, had you actually been where you supposed, could not, under the circumstances, fail to place your ship in her present position.

As this unfortunate error of judgment does not imply any want of seamanship, owing to the two islands being only 11 miles apart, precisely similar in appearance, and both only visible at a distance of at most $5\frac{1}{2}$ miles in the clearest daylight, while the respective headlands are also extremely like each other, the Court have decided that no blame is attached to you for the occurrence, and do not inflict any censure or punishment.

W. T. Fraser,
H.B.M. Consul,
President.
William Fordyce,
Master "County of Lancaster."
John Westcott,
Master Bk. "Adelaide."
H. S. Howlett.

## "EAMONT."

The Court having maturely considered the evidence adduced in this case, report as follows:—

The brig "Eamont," of Sunderland (16,536), was a vessel of 285·38 tons, was built in Southwick, Durham, in 1834, was unclassed and uninsured. She appears to have been a sound, staunch, and tight vessel up to a few days prior to her loss. She was not a handy ship, and steered badly. She appears to have been ashore on the Island of Gotland in the autumn of last year, and to have been subsequently repaired at Slite. The evidence adduced leads the Court to believe that her cargo was badly stowed, hence her labouring and straining to the degree mentioned by witnesses. The Court is of opinion that under the circumstances detailed in evidence, the master was warranted in bearing up and seeking shelter in Katthammarsvick Bay. He accordingly altered his course at 5 p.m. on Saturday the 6th of November, and steered for Ostergarn Light which was visible at the time. He appears to have taken reasonable precautions whilst working his ship through this narrow channel, heaving the lead himself. He however had the misfortune to run his ship ashore on the Skane Reef, where she became a total wreck.

The Court find that the master was guilty of an error of judgment in keeping too near the mainland of the Island of Gotland, when he must have been aware from his sailing directions that there was plenty of water all round Ostergarn excepting on the south.

Taking however into consideration that the reef on which his vessel was lost is not marked on his chart, and that his sailing directions give no information as to the depth of water on the Gotland side of the channel, the Court refrain from suspending his certificate of service, and do award that the whole cost of these proceedings, amounting to 60*l.* 18*s.* 10*d.* be paid by the owner or owners of the brig "Eamont," of Sunderland aforesaid.

The Court does also award compensation to the men of the crew for 12 days detention at Stockholm, in connection with its proceedings.

According to the instruction of the Board of Trade, the Court asked the master whether he would give a bill on his owners for the amount of the costs.

The master declined to do so.

W. F. Segrave,
H.M. Consul, President.
Oscar Baker.
Percy Frere Luck.

## "ELLON CASTLE."

The Court, having deliberately weighed and considered the evidence brought before it, is of opinion—

First. That the loss of the ship "Ellon Castle" was caused by stress of weather.

Second. That the captain did his utmost to save the ship aforesaid.

We therefore return to Mr. Ramsey his certificate as master.

W. H. Lay,
H.B.M. Consul, Chefoo.
Herbert J. G. Garbett,
Lieut. H.M.S. "Audacious."
Kemp Vanderwood,
Master of the British ship "Wm. Turner."

## "ENGLAND."

This Court having deliberately weighed and considered the statement made by Theodore Emil Pfieffer, master of the late barque "England," as well as the evidence upon oath given by the several witnesses called, is of opinion that the aforesaid ship was lost through the gross negligence of Theodore Emil Pfieffer, inasmuch as the land was allowed to be approached too closely, no soundings having been taken, nor bearings, nor was there at any time an opportunity taken of verifying the chronometer, and we are of opinion, from the evidence adduced, that owing to the insobriety of the aforesaid Theodore Emil Pfieffer, proper means were not taken to get the ship off after she was ashore. We are unable to uphold the charge made by the captain against his crew for the same reason. We also remark that the log had not been kept regularly the last few days, having been written and compiled after the ship had been abandoned.

Taking everything into consideration, we deem it necessary that the certificate, No. 195, dated Singapore, 6th day of June 1866, of Theodore Emil Pfieffer, should be cancelled, and the certificate is cancelled accordingly.

We also state that the evidence of the only other European on board, Mr. James McIndoe, first mate, was most unsatisfactory, from the fact that he was on the sick list at the time, and from the reluctant manner he gave it.

The Court find it their duty to comment strongly on the ill-equipped state this ship was allowed to leave Penang by her owners, with only one European on board, viz., the first mate, an old decrepid Serang doing the duty of second officer; and the Court was of opinion that had another European officer been borne on the articles of the late barque "England," that the accident might have been wholly averted, or if she had taken the ground, been got off, and we feel bound to express our opinion that no ship of the same tonnage ought to be allowed to sail from any port for the coast of China during the height of the typhoon season with such a small complement of officers, and without arms of any kind.

W. B. Forbes, President, and Lieut. R.N.
Geo. Phillips, H.B.M.'s Acting Consul, Amoy.
George Carphin, Master, Mercantile Marine, Cert. 2,657, London, serving in the barque "Burton Stather."
Henry Cape, Master, Brit. Mercantile Marine, Cert. 84,290, Liverpool, 1866, serving in the barque "Miako."

## "GEORGINA."

The Court is of opinion that the loss of the brig "Georgina" was caused by her driving on shore on the Blockhouse Shoal in a gale of wind.

That her proximity to the shoal was owing to the master not having known her exact position, being unaware of the set and strength of the tide.

That the master was imprudent in running so far up the river at night without a pilot, and is therefore deserving of censure. The Court is, however, of opinion that after the brig got on shore, every exertion appears to have been made by the master and crew to save the vessel and cargo, and that the abandonment of the vessel was justifiable.

The Court doth therefore think fit to return the master his certificate of competency.

The costs of the Court to be borne by the owners of the said brig, amounting to taels fifteen to the clerk of the Court, and one dollar to the Court orderly.

ARTHUR DAVENPORT,
H.M. Vice-Consul at Shanghai, President.
J. PIPON,
Lieutenant, H.M.S. "Modeste."
POWNAL APLIN,
Navigating Lieutenant, H.M.S. "Modeste."
GEO. F. CATES,
Master British steamer "Zambesi."
J. M. WHYTE,
Master British ship "Black Adder."
WILLIAM C. GILLIES,
Clerk of Court.

## "GLENGYLE," (S.S.)

The Court is of opinion as follows:—

1. That the "Glengyle" left Amoy on the 8th of November 1875, at 9.55 p.m., with a cargo of rice and wheat, being then well found and in proper seagoing order, bound for Swatow.

2. That at 8 a.m. on the 9th November 1875 she passed to the S.E. of the Chelsien Rocks, at between the distance of one and two miles.

3. That from 7.45 a.m. to the time of the ship striking she was under the sole charge of her master, Mr. Amherst Carnell.

4. That at or about 8.45 a.m. on the 9th November 1875 she struck on a rock forming probably the N.E. portion of the rocks known as the Half Tide Reef, off the south-eastern coast of the Island of Namoa, the weather being fine and clear, with a gentle breeze from the N.E., the tide at the time being nearly high water, with the current setting towards the land at the rate of a mile or so an hour.

5. That the running on to this rock was entirely due, and owing to the negligent and reckless navigation on the part of Amherst Carnell, the late master of that ship.

6. That the engines were at once stopped.

7. That she remained on the rock about ten minutes, slipped off, and sank at once.

8. That after she struck, no orders or directions were given by the master to provide for the saving of life and property. The first, second, and third officers made every exertion themselves to launch the boats, but were prevented owing to the want of discipline and insubordination evinced by the sailors, who siezed a boat, lowered her, and left the ship, in spite of orders to the contrary, the officers ordering them repeatedly to come back.

9. That it is our belief, had proper steps been taken, the boat accommodation being amply sufficient much loss of life would have been avoided.

10. That though within a mile of land no casts of the lead were taken, notwithstanding the proximity of a well known reef.

11. That no look-out was kept except by the officer of the watch.

12. That no observations were systematically taken to determine the deviation of the compasses.

13. That at the time the ship struck the speed was 10.5 knots, all sail being set.

14. That the certificate of registry, articles of agreement, official and ship's logs were lost with the vessel.

15. That in returning the officers their certificates we are of opinion that the chief officer, Mr. John Bristow Ball, was guilty of neglect of duty as second in command, in not having a hand at the lead in such close proximity to land, and also in not having a look-out kept by day as well as by night, and we do hereby censure him, and caution him to be more careful for the future.

16. We consider that the hospitable treatment shown to those who landed on the Island of Namoa should not pass unnoticed.

17. The costs of this inquiry be borne by Messrs. Butterfield and Swire, the agents of the China Navigation Company (Limited), at whose requisition it was ordered, and we adjudge the said costs, amounting to 25 taels, to be paid accordingly.

18. Previous to the closing of the Court, information was received from Swatow that the steamship "Foochow" had visited the wreck, and that her master, Mr. Thomas, had taken bearings of the "Glengyle's" present position, and ascertained it to be,—

Lat. 23° 24′ 15″ N., long. 117° 8′ 45″ E. Bearings: Centre of Obelisk Island N. 4° W. Gang Rock S. 58° E. Three Chimney Bluff S. 60° W. Half Tide Reef S. 17° W. 1¾ miles. Bearings true.

The Court, in having assumed the wreck to have occurred on the Half Tide Reef, were misled by the evidence given by the first and second mates, and the Court cannot therefore dissolve without expressing its great disapprobation of the statements made by them as to the distance of the rock off the Island of Namoa, on which the ship struck.

W. HUTTON,
Navigating Lieutenant H.M.S. "Thalia," President.
WM. M. COOPER, Acting Vice-Consul, Shanghai.
C. ANDERSON, Master of the British steamship "Golconda."
} Members.

## "GRENADA."

We, the undersigned, having duly weighed the evidence adduced, give it as our opinion that the grounding of the ship "Grenada" on a mud bank in the Straits of Sapoedi, on the night of the 20th of October last, was an accident for which the officers of the vessel cannot be held responsible. The cause of same vessel going on shore on a coral reef, near the same place, about two hours later, we attribute to an error of judgment on the part of the first mate, William Allan Beattie, and as his action was contrary to the instructions of the captain, we consider him to blame. Had he kept the lead steadily going he would have found the water was shoaling, and would probably have acted on the captain's orders to anchor when he reached 15 fathoms. Even had he anchored when he unexpectedly found himself in 10 fathoms, the vessel would have gone clear. With the light wind, and the strong current running, he was not justified in attempting to wear the ship. For these reasons we have decided to withdraw the certificate of the said William Allan Beattie, No. 90,272, for six months from this date. The certificate of the master, Walter McLaren, is returned to him.

The members of the above Court further declare that they have investigated the charge of drunkenness preferred by some of the seamen against the captain and first mate of the above vessel, and which they alleged took place on the 8th September, off the Cape of Good Hope. The charge, which ought to have been made at Batavia Consulate, has not been substantiated, and as it has caused a loss of time to the ship, and in the opinion of the Court was brought forward by the men with a view to get off from the discharging of the cargo of coals, they hereby sentence George Welch, Henry Koops, and William West to be discharged from the ship, and to forfeit each 14 days pay.

A. P. CAMERON,
H.B.M. Vice-Consul.
R. A. FERGUSSON,
Procuration holder of Messrs. Pitcairn, Syme, and Co.
H. MARSH,
Commander of H.B.M.'s South Australian Government cutter "Flying Cloud."
WILLIAM FORDYCE,
Master of the British ship "County of Lancaster."

## "HECTOR," (S.S.)

This Court having deliberately weighed and considered the statement made by William Robinson, as well as the evidence upon oath given by the said William Robinson, master of the late steamship "Hector," is of opinion that the aforesaid William Robinson lost the screw steamer "Hector" through an error in judgment, in attempting to enter the outer harbour of Amoy after dark, whereby he mistook the passage, and attempted to go between Chih Sen and Tao-Soa instead of the proper channel between Tsing Sen and Chih Sen. In the opinion of the Court Mr. Robinson should have remained outside under steam until daylight. That every other precaution was taken to ensure the safety of the vessel before, and every exertion to save

the ship after the accident; and taking everything into consideration, we deem it necessary that the certificate No. 14,724, dated Liverpool, the 14th day of December 1863, of William Robinson should be suspended for 15 calendar months, and the certificate of William Robinson is suspended accordingly.

W. B. Forbes,
Lieutenant R.N., Her Britannic Majesty's ship "Hart."
Geo. Phillips,
Her Britannic Majesty's Consul at Amoy.
Thos. C. Cocker,
Master Mercantile Marine, certificate No. 88,617, London, 12/2/66.
J. Doncaster,
Master Mercantile Marine, certificate No. 86,305, London, 13/11/71.

*Recommendation.*

Taking into consideration the long service of Captain Robinson, his evident respectability and strict sobriety, the Court, although unable to pass any other sentence than the foregoing, desire to strongly lay this recommendation before the Secretary of the Board of Trade—to issue a certificate of mate during the suspension of his master's certificate.

W. B. Forbes,
Lieutenant, R.N., and President of the Court.

## "ISMAY."

*Finding of the Court.*

The Court is of opinion that the master, Alexander Pattie, has shown great negligence in not exerting more caution, whilst nearing land, and most culpable lack of forethought in neglecting the ship's log-book, whilst nearly everything of moveable value was saved from the wreck, as also in allowing the second mate, H. P. Chapman, who was officer of the watch at the time of the casualty, and therefore principal witness, to engage his services on board of another vessel, instead of obliging him to come to Valparaiso, with the rest of the crew, for though he refused his sanction, he virtually gave it, by returning to the second mate his certificate.

Further, the Court is of opinion that the non-production of the ship's log-book is an act of culpable negligence for which the first mate, Alexander Tullis, is also responsible.

Therefore, the Court, doth adjudge that the certificate of competency, number 31,105, belonging to Alexander Pattie, be suspended for the term of six months from the date hereof; and, further, that although the Court has decided on returning to Alexander Tullis, the first mate, his certificate (No. 94,835) the Court doth desire to reprimand him for his neglect of the ship's log-book, which he left behind, whilst he saved the greater portion of his own effects.

John Hellam.
Charles H. Sivell.
James de V. Drummond Hay.

## "JAMES PATON."

The Court finds that the British barque "James Paton," William Cotter, master, port of registry, Ayr, official number 12,098, was driven ashore between the hours of 4.30 and 5 p.m. on the 10th August 1875, at Fukushima, district of Hamamatsu, Japan, through stress of weather, and may now be regarded as a total wreck.

That the vessel was well found, well manned, and properly ballasted.

That every exertion was made to save the ship and cargo prior to and subsequent to the stranding, and that no blame attaches either to the master or to the officers and crew.

The master's certificate is herewith returned.

Russell Robertson,
Consul.
Henry Warren,
Lieut. R.N.
B. Orchard,
Master of British ship "Lothair."

## "JESSIE SCOTT."

The Court having deliberately weighed and considered the evidence of the master, officers, and crew of the British barque "Jessie Scott," official number 43,665, are of opinion that, according to the evidence brought before them, the abandonment of the vessel was, under the circumstances, justifiable, as from the succession of gales of wind from the Plate, 12th June 1875, to the date of her abandonment, the men must have been disheartened and worn out.

We are also of opinion that the ship was laden too deeply to encounter the seas which might be expected rounding the Horn in the middle of the winter.

We also consider that the cargo, principally iron pipes, was stowed too low in the vessel, which made her exceedingly laboursome, the centre of gravity being too low; this being the primary cause of the disasters which occurred during the voyage.

The Court regret very much that the mate, carpenter, and two seamen have only been brought to Callao with the master, and that one seaman has not been produced to give evidence, being reported as absconded, the second seaman in hospital at Callao, and cannot attend, vide certificate, from medical officer of the Board of Trade, and the remainder of the crew being put on board a vessel bound to the Sandwich Islands. The conduct of the master of the American ship "Empire," of Boston, appears to have been most reprehensible in declining to render any assistance to the "Jessie Scott" or any of her crew, when requested to do so by the chief officer, as will be seen by the minutes. The Court desire to express their approval of the manner in which Mr. Thos. Gibson, chief mate, gave his evidence.

The certificates of the master and chief mate are returned to them.

John G. J. Hanmer,
Commander,
H.M.S. "Daring,"
President.
Bracey R. Wilson,
H.M. Vice-Consul.
J. R. Veitch,
Navigating Lieutenant,
H.M.S. "Daring."
E. Featherstonhaugh,
Master of the British ship "Eastern Belle."
Morris Evans,
Master of the British barque "De Courcey."

## "LA BONNE INTENTION."

*Finding of the Court.*

From the evidence it appears that this vessel "La Bonne Intention," of Greenock, a barque of 358 tons burthen, built of wood, fully manned and equipped, sailed from Demerara for Liverpool on the 22nd of May last, laden with rum and sugar, her cargo weighing in all about 450 tons. On the 22nd of June, when the ship was in 49 north latitude and about 27 west longitude, smoke was perceived to be coming up the forescuttle or companion way leading to the lower forecastle. An alarm of fire was given, and all hands were immediately on deck. The officer of the watch and one of the men having descended the ladder found the lower forecastle filled with dense smoke. Two of the men saw a single flash of flame which they described as being like a flash of lightning, but beyond this no flame was seen below, nor indeed at all during the whole of the day. The crew all slept and lived in the upper forecastle excepting one man, a supernumerary, who was working his passage

home, and who slept in the lower forecastle at the foot of the ladder, his bed being laid upon a coil of towing rope. Supposing that the fire might have originated here the bed and rope were got on deck but showed no signs of fire. Further examination by one or two of the men who advanced, at considerable hazard, as far forward as possible in the lower forecastle, proved that the fire must be in the fore peak in which the ship's coals, then about three tons, were stowed, and to which there was access by a scuttle or hole always open from the lower forecastle and in the bows of the ship. Every effort was made to extinguish the fire by pouring water into the forecastle, through the scuttle and holes made in the deck, and more particularly through a hole cut directly over the scuttle leading to the fore peak. These efforts being unsuccessful after four hours incessant exertion, the master then caused all the apertures in the deck and the scuttle to be tightly closed, so as to stop all draught and thus smother the fire, the heat of which still steadily increased. Meantime the boats were provisioned, and in the afternoon were launched and dropped astern, and at 7 p.m., fearing an explosion on account of the rum which was stowed close to the coal hole, the crew were ordered into the boats, and at 7.45 the master himself left the ship when the boats were cast off. In a quarter of an hour afterwards the flames burst up through the fore hatch nearly as high as the fore yard. Almost immediately the ship was ablaze fore and aft, and in a few hours she was burnt to the water's edge.

After a long examination of the master, officers, and a number of the crew, we have been unable to ascertain positively the cause of the fire. That it commenced in the forepeak or coal hole there can be no doubt, but how or by what means the evidence fails to disclose. It appears that the rum was stowed in the fore and aft parts of the ship and the sugar in the middle. The butts of the puncheons of rum were consequently close to the bulkhead of the fore peak or coal hole. This bulkhead appears to have been of one and a half inch boards, with cracks between, some of them an inch in width. But the chief officer states that before taking in cargo other boards were placed against the bulkhead in order to cover these cracks. In the forepeak when the vessel left Demerara there were between three or four tons of coals, of which on the 22nd of June there remained about 3 tons packed up against the bulkhead, as the two men assert who usually brought up coals for the cook. This was done about twice a week. No light of any kind it is said was ever taken down to the coal hole, and apparently no one had been in it for at least three or four days before the fire. As this coal hole was ventilated by the constantly open hole or scuttle above it, and as there was so small a quantity of coals in it, we think it extremely improbable that there was spontaneous combustion of the coals. Again, the ship was regularly ventilated by opening the hatches from time to time during the voyage, and the fore hatch is stated to have been off for this purpose during the whole of the day preceding the fire. The master having made 12 voyages from Demerara to Europe with similar cargoes in this same vessel appears to have been very attentive in this particular.

The lower forecastle was partially lighted by the scuttle or companion way, and by two dead lights in the deck, so that except to make search for some small article a lamp was rarely needed or used there. We are clearly of opinion, however, that the fire did not originate here but in the forepeak. It is possible, although there is no evidence to sustain this view, that matches or a light of some kind may have been used in the coal hole, and as it appears that what are called "shakings" as well as small pieces of wood must have fallen down there, a fire may have been caused and not noticed at the time, and thus have smouldered for some time before it was discovered.

Again, the description of the bulkhead and the immediate proximity thereto of the casks of rum, suggest the possibility of an attempt by some one to bore through, and thus obtain spirits which may have leaked out and become mixed with the coals.

The sudden flash amid the smoke which two of the witnesses describe as having seen when they first went down into the forecastle sustains the supposition that it was caused by a small quantity of spirits taking fire and exploding. On the whole, however, although we incline to the opinion that through leakage or tampering with the casks, rum had found its way into the forepeak, the evidence fails to show from what cause, and in what direct manner the fire originated.

We deem it due to the master to say that he exerted himself skilfully and to the best of his ability in his efforts to subdue the fire, and he appears to have been zealously assisted by his officers and crew.

E. M. Archibald,
H. B. M. Consul General, President.
W. Gardiner,
Commr. of ship "Peterborough," of London.
John J. Small,
Master S.S. "Bolivia."

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## "LOBO," (S.S.)

*Finding of the Court.*

The Court having deliberately weighed and considered the evidence in support of the charge, as well as the evidence and observations preferred by the accused in his defence, is unanimously of opinion that the charge against Charles Pering Rose is fully proved, gross negligence having been shown on his part.

*Sentence.*

The Court doth therefore adjudge the said Charles Pering Rose to be dismissed from the Pacific Steam Navigation Company's service; that his certificate of competency as master be cancelled; and further, that the costs of the Court be defrayed out of the wages due to him.

John G. J. Hanmer,
Commander H.M.S. "Daring,"
President.
Bracey R. Wilson,
H.M.'s Vice-Consul at Callao.
J. R. Veitch, Navigating Lieutenant,
H.M.S. "Daring."
Wrayford Clampitt,
Master of the British steamship
"Santa Rosa."

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## "LOCHBULIG."

This Court having deliberately weighed and considered the statement made by Mr. Alex. McPherson, master late schooner "Lochbulig," as well as the evidence upon oath given by the several witnesses called, is of opinion that the "Lochbulig" was lost through no negligence or fault on the part of Mr. Alexander McPherson, but through the vessel having been driven close to the coast in a heavy gale of wind, and then it falling a calm, whereby she became at the mercy of the strong current and heavy swell setting on to Lambay Island, and we are of opinion every precaution was taken to prevent the loss of the ship which a seaman could take, and that no blame be attached to any one on board.

W. B. Forbes,
President, and Lieutenant R.N., serving on board Her Britannic Majesty's ship "Hart."
Geo. Phillips,
Her Britannic Majesty's Acting Consul, Amoy.
George Carphin,
Master, Brit. Mercantile Marine, Cert. 2,657, London, 1850, serving in the barque "Burton Stather."
Henry Cape,
Master, Brit. Mercantile Marine, Cert. 84,290, Liverpool, 1866, serving in the barque "Miako."

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## "LOCHIEL."

This Court having deliberately weighed and considered the statement made by Captain David Stevenson Ewan, as well as the evidence (upon oath) given by the several witnesses called, is of opinion that the aforesaid Mr. David Stevenson Ewan stranded the British schooner "Lochiel" by an error in judgment. 1stly. In such thick weather not

keeping more away to the northward, and thus avoiding the westerly set of the tide. 2ndly. In steering a course to pass too near the island of Chang Shan in such thick weather, &c. 3rdly. In not using his "lead," being so close to the land.

We are also of opinion that with the exception of the above errors, he showed every attention to his vessel, both before and after striking, and used all means in his power to get her off previously to resorting to jettison.

Taking everything into consideration, we only deem it necessary to censure him for these errors, and he is hereby censured.

ROBERT ORME WEBB,
President, and Lieutenant R.N., serving on board H.M.S. "Growler."
J. WM. MCFARLANE,
Navigating Lieutenant R.N., serving on board H.M.S. "Growler."
B. C. GEO. SCOTT,
H.B.M. Consular Assistant Tientsin.
WM. CRICHTON,
Master British brig "Leonore."

## "MAGDALA."

*Finding.*

The professional members of the Court, familiar with the navigation on which the "Magdala" was engaged, after hearing the very straight forward evidence of the master, find that the ship was carried out of her course by currents, the course and strength of which it is difficult to calculate, and that the master mistook the Chandeleur Island Light for the light on Ship Island, which it resembles in all particulars. That it would have been wiser for him to have anchored or gone on the other tack, where soundings of eight fathoms were made, but considering the badness of the anchorage, and the near approach of daylight, we consider that he is not to blame in this respect. That every effort was made to save the ship and crew.

ROBERT HARVEY,
Ship "Thorndean."
RICHARD H. NORTH,
Ship "Preston."
ARCHIBALD REID,
S.S. "St. Louis."

I am of opinion that the master should have anchored or gone about as soon as he found eight fathoms. In all other respects I agree with the above.

A DE G DE FONBLANQUE,
President.

## "MARIETTA."

The Court having carefully considered the evidence adduced are unable to fix the exact place where the "Marietta" grounded, but taking into consideration the tides, winds, and position of the ship at the time she tacked off the Irish Coast, they are of opinion that it was on the north edge of the Wheatstone Bank, off Point of Ayr, Isle of Man.

The Court find that the primary cause of the stranding was the second mate's neglect in not calling the master at 9 p.m. as ordered, but they nevertheless consider the master as greatly to blame for trusting so much to his officer's vigilance, and omitting to see that the lead was properly attended to. They also find that he failed in his duty in not seeing proper entries made in the ship's log-book.

They severely reprimanded William Reid, first mate, for the disgraceful manner in which he kept the log-book. The Court exonerates the master from any responsibility in connection with the death of the able seaman, R. Reid, and consider that the provisions, water, and medicine supplied by him were all that was required by the Act of 1854.

The Court further adjudge that the expenses attendant upon these proceedings be borne half by the master and the other half by the two mates in equal proportions.

EDWARD MARCH,
H.B.M. Consul and President.

## "MELODIA."

The brigantine "Melodia," of Aberystwith, of 157 tons register, official number 13,093, John Jones, number of certificate of service 42,212, master, having a crew of six men, left Cadiz on the 17th of January, bound to Rio Grande do Sul with a cargo of salt; her draught of water was 11 feet aft, 9 feet 9 inches forward, clear side 30 inches. The vessel was lost on the night of the 12th of March about half-past 1 o'clock, to the north of the bar of Rio Grande do Sul. The master duly noted and extended his protest, and evidence has been taken before the Naval Court summoned to inquire into the circumstances attending the loss of the vessel.

From the protest and the evidence it appears that on the 11th of March the weather was fine, the current was found setting south at the rate of 20 miles during the day.

At noon the lead was hove, and soundings obtained at 53 fathoms, bottom of soft mud. On the 12th at 2 p.m. the weather was calm and cloudy; at 4 p.m. a light breeze sprung up from the S.S.W. At midnight there was a moderate breeze and cloudy weather, attended with a heavy swell. The vessel was hove-to and soundings taken. No bottom was found at 20 fathoms. At 1.30 a.m. there was a moderate breeze and hazy weather with passing clouds, when the vessel struck with great violence, but afterwards got into deeper water; soon afterwards the vessel struck again and became unmanageable and drove ashore, the breakers breaking with great force, obliging the crew to take refuge in the rigging. No land was to be seen until daybreak, when the vessel was found to be about 80 fathoms from the beach, embedded in the sand, a total loss, part of the keel floating alongside. All hands got on shore with great difficulty; they remained by the vessel salving until the 21st, when they left for Rio Grande do Sul.

The mate states that at 12 o'clock (being his watch on deck) the lead was hove and no bottom found at 20 fathoms; that no other cast of the lead was taken between midnight and the time the vessel struck.

There are discrepancies in the evidence of some of the crew on some other points, but there is sufficient proof that soundings were taken at midnight, and no bottom was got at 20 fathoms, and this cast must have been taken with the hand lead, notwithstanding Captain Jones says in his statement that the deep-sea lead was used.

The Court having carefully considered the evidence taken by them, together with the statements of Captain Jones and Mr. Williams, the mate, are of opinion that Captain Jones is to blame for not using the deep-sea lead when the ship was hove-to at midnight, and ascertaining the true soundings; but in consideration of the heavy loss he has sustained, having been part owner of the vessel, the Court absolve him from paying any costs.

The Court consider that the mate is to blame for not using the lead during his watch from 12 o'clock; had it been cast at short intervals, he could easily have ascertained his position and avoided danger accordingly.

The Court therefore adjudge that his certificate as only mate, No. 95,248, be suspended for six calendar months from this date, but he is absolved from paying any costs.

The Court desire emphatically to call the attention of shipmasters trading to this port, and to the River Plate, to the necessity of keeping the lead going when off this coast for if properly attended to fewer wrecks would take place.

RANDAL CALLANDER,
H.B.M. Consul, President.
J. MACKENSIE,
PH. GIFFARD,
JOHN THOS. NETHERTON,
} Members.

The undersigned objects to the censure on Captain Jones for not using the deep-sea lead when the ship was hove to at midnight to strike soundings.

PH. GIFFARD.

## "NIGER."

The Court having maturely considered the evidence which has been adduced before it report as follows:—

The brig "Niger," of Whitby, official number 2,673, was a vessel of 283·97 tons, built at Sunderland in 1835. She appears to have been a sound and good ship, notwithstanding her advanced age. She left Skutskär on a voyage to Hull on Friday the 29th of October, with a cargo of iron

and timber. She does not appear to have been overladen and her cargo was apparently well stowed. All went well with her until the evening of Wednesday the 3rd of November, when she fell in with a south-westerly breeze abreast of the Narsholm Light, east coast of Gotland. The breeze soon rose to a gale of wind. Faludden Light was made, and subsequently the Hoburg on the S.W. point of Gotland about 8 a.m. on Thursday morning. At this time the vessel was under plain sail. Shortly afterwards, however, the wind and sea increased so much that sail was shortened. About 2 or 3 o'clock in the afternoon the land was made about the centre of the east coast of Oland.

The master wore ship and stood up the land to the S. and E. On Friday morning he again wore ship and stood towards the land of Oland, his course being north-westerly. In the afternoon the land was again made, and the master again wore ship. The ship was at this time making a good deal of water, but not more than could have been kept under without any extraordinary exertions on the part of the crew. He appears to have again made the land on Friday evening, and wore off as on preceding occasion. On Saturday evening the land of Oland was again made about 5 or 6 o'clock. The ship was wore to the S.E., and continued on that course till a little after 12 midnight, when her head was again turned to the land. Between three and four hours afterwards she took the ground on a reef off the village of Böda, on the Island of Oland. The master ordered the yards to be squared, and endeavoured to work the ship off. She slewed her head round, but hung on the shoal and struck so heavily astern as to unship the rudder, and start the stern post. At 11 o'clock the following morning the master and crew launched their boats, and abandoned the vessel, which was at this time breaking up fast, and shortly afterwards became a total wreck.

The Court find that the brig "Niger," of Whitby, official number 2,673, was stranded off Böda, on the east coast of Oland on Sunday the 7th of November, at 3.45 a.m., through default of Mr. James Gooding, the then master, in that he, Mr. James Gooding, did not keep his lead constantly going when navigating his vessel in a gale of wind, and approaching a dangerous coast in thick weather.

The Court do moreover find that Mr. James Gooding was in default, in that he showed great want of judgment in not continuing on an easterly course on the nights of the 6th and 7th November, instead of wearing his ship and standing into the land with seven hours of darkness before him.

The Court do therefore order Mr. James Gooding to be reprimanded, and do adjudge that the certificate of competency, No. 33,113, of Mr. James Gooding, be suspended for a period of nine months.

The Court do order that from the 20th of November to the 8th of December the crew (with the exception of Alexander Glass, guilty of theft), be paid compensation for detention in proportion to the amount of their respective wages.

The Court do further order that the costs of these proceedings, amounting to 81*l.* 9*s.* 8½*d.*, be paid by the owners of the said brig "Niger," of Whitby.

The Court think it right to draw attention to the fact that the ship's log was kept in a language which was not understood by the master, or by anybody on board the vessel, which they cannot help animadverting upon as an objectionable and, they hope, unusual proceeding.

In conformity with the instructions of the Board of Trade, the master was asked whether he would give a bill on his owners for the amount of the costs of the inquiry.

The master replied that he would not do so.

W. F. Segrave,
H.M. Consul, President.
Oscar Baker.
Percy Frere Luck.

## "NORSEMAN," (S.S.), and the "GUADIANA."

The Court consider that the fact of the position of the "Orenoque" was the primary cause of the collision, as she was lying right in the fairway between the two vessels, and so prevented each captain from seeing the other vessel, until it was too late to avoid the collision, and thus the collision became an unavoidable accident, both captains having endeavoured to their utmost to avoid it.

The Court desire to express the sense of their disapprobation of the conduct of Captain Jenkins, of the S.S. "Norseman," in not having sent boats after the collision to the "Guadiana" to render any assistance, paying regard to the fact that she was struck badly, and was full of passengers.

R. Austin,
H.B.M.'s Acting Consul.
Charles Brent,
Navigating Lieutenant,
H.M.S. "Volage."
Henry Emmett,
Master of the British ship
"Clarence."

## "SALLY."

This Court having deliberately weighed and considered the statement made by Mr. William Tait, master of the aforesaid "Sally," as well as the evidence upon oath given by the several witnesses called, is of opinion that the "Sally" was lost through the grave errors in navigation, in placing the position at noon on the 1st of November, and in not closing with land or lights to ascertain the position when the sun was obscured, two well known lights having been passed close, and through the disobedience of Mr. George Kayser in not taking a cast of the lead at 10 o'clock, as ordered.

Taking everything into consideration, we deem it necessary that the certificate of Mr. William Tait, master No. 3,060, dated Liverpool, 2nd January 1872, should be suspended for six calendar months, and the certificate is suspended accordingly.

The Court regret that the first mate holding a German certificate they are only empowered to severely censure him, and to represent his conduct to the German Consul at this port.

The Court beg to call attention to the fact that no log was tendered in evidence, although the ship's log was saved from the wreck.

W. B. Forbes,
Lieut. R.N., and President of the Court.
Geo. Phillips,
H.B.M.'s Acting Consul at Amoy.
Charles Birnie,
Master, Brit. Mercantile Marine, Cert. No. 17,833, serving in Brit. schooner "Craig Ewan."

## "SNOWDROP."

*Decision.*

It is the opinion of this Court that the schooner "Snowdrop," was lost entirely through stress of wind and weather, causing her to drag her anchors, and that no blame can be attached to Captain Taylor for said loss, he having done all that lay in his power to save his vessel and crew, and that he acted to the best of his judgment in the measures he adopted.

R. Eusden,
H.B.M's. Consul.
Jno. Wilson, Assessor.
Jas. R. Thompson, Assessor.

## "UHLA."

The Court, having duly considered the whole of the evidence laid before them. report as follows:

The brig "Uhla," of Stockton-on-Tees, official number 5,386, was a vessel of 337 tons. She was built in 1841, but had undergone a thorough repair in the month of September last. She appears to have been a dull ship, and steered badly. It is also stated that she leaked considerably on her voyage out to the Baltic.

She left Sundswall, on a return voyage to Stockton, on Saturday the 13th November, and on Sunday fell in with strong breezes, which shortly increased to a hard gale, with frequent snowstorms. The whole of Monday the 15th of November was passed in avoiding the numerous rocks, reefs, and shoals which abound in that part of the Baltic,

and the master, when he anchored on that night, does not appear to have known, with anything like accuracy, the ship's exact position.

On the morning of Monday the 16th of November it was discovered that the port hawse pipe was broken, and that the chain was cutting through the deck and side of the vessel. The crew immediately became alarmed, and appear to have intimated to the master that it was no longer safe to stay by the ship. The master accordingly gave orders to slip the anchors, to make sail on the ship, and to steer for smooth water, where the boat could be launched in safety to take away the crew.

The vessel struck within a few minutes of the crew leaving her, and after driving over the first reef, finally settled down between some rocks close to Refsten, on the east coast of Graso Island, off the coast of Sweden, where she remains to the present.

The Court find that the remote cause of the loss of this vessel is to be attributed to the very intricate navigation of this the most dangerous part of the Baltic, in exceptionally heavy weather, thick with snowstorms.

The Court find that the master was justified in bringing the ship to an anchor on Monday the 15th of November. They, however, report that on the morning of Tuesday the 16th the ship was not in such immediate danger as to necessitate the adoption of the extreme measure of slipping the anchors, thus virtually condemning the ship to destruction, without any effort whatever having been made to save her by other means.

The Court do not express any decided opinion as to the probable success of any such effort, but they certainly should have been tried. They do, therefore, find that the master was in default in not exercising his lawful authority over his crew, and insisting on their remaining by the ship until all means had been exhausted to save her. The Court do, therefore, order the master, Mr. Ernest L. Herbst, to be reprimanded, but in consideration of the difficult circumstances in which he was placed refrain from suspending his certificate of competency, No. 85,940.

The Court do also order that compensation for detention, according to the scale annexed to the bill of costs, be allowed to the crew.

And the Court do further order that the whole costs of these proceedings, amounting to 83*l.* 11*s.* 10½*d.*, be paid by the owner or owners of the brig "Uhla," of Stockton aforesaid.

The master was asked by the Court whether he would pay the costs of the proceedings, or give a bill on the owners for the amount, and declined to do so.

W. F. Segrave,
H.M. Consul, President.
Oscar Baker.
Percy Frere Luck.

# PART VII.

**LIVES SAVED; MEANS adopted for SAVING LIFE; SUMS expended on account thereof; and REWARDS granted for SAVING LIFE.**

## Table 51. Number of LIVES SAVED from Shipwreck on the Coasts of the United Kingdom in each Month from July 1856 to June 1876 inclusive, showing the MEANS by which they were saved.

| By what means saved. | July. | | | | | | | | | | | | | | | | | | | | August. | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. |
| By life boats | 8 | – | 7 | – | – | 12 | – | – | – | – | 1 | – | 9 | – | – | – | – | 17 | – | – | – | – | 13 | 7 | 2 | – | – | 11 | 5 | 5 | – | – | 31 | 3 | 16 | 24 | 42 | 77 | 9 | 2 |
| By rocket and mortar apparatus, and assistance with ropes, &c. from shore | 4 | 4 | – | – | – | – | – | 8 | – | 8 | – | 16 | – | – | – | 2 | – | – | – | 24 | – | – | – | – | 16 | – | 5 | – | – | 5 | 3 | – | 29 | 11 | 2 | 12 | 3 | – | 5 | – |
| By luggers, Coast Guard boats, and small craft | 13 | 20 | 9 | 7 | 1 | – | 44 | 3 | 16 | 2 | 19 | 9 | 16 | 8 | 104 | 15 | 117 | 16 | 3 | 11 | 30 | 6 | 18 | 20 | 29 | 5 | 9 | 9 | 9 | 23 | 10 | 8 | 45 | 26 | 35 | 16 | 2 | 5 | 42 | 153 |
| By ships and steam boats | – | – | 8 | 14 | 4 | 10 | 34 | 8 | 40 | 35 | 24 | 21 | 22 | 23 | 3 | 11 | 26 | 5 | 36 | 27 | 1 | 29 | 31 | 21 | 49 | 31 | 12 | 45 | 56 | 26 | 172 | 35 | 71 | 40 | 72 | 33 | 16 | 29 | 18 | 58 |
| By ship's own boats | – | – | – | – | 33 | 58 | 37 | 29 | 57 | 29 | 260 | 131 | 26 | 144 | 94 | 116 | 157 | 85 | 90 | 241 | – | – | – | – | 50 | 69 | 87 | 75 | 34 | 66 | 101 | 55 | 185 | 154 | 79 | 236 | 78 | 108 | 112 | 190 |
| By individual exertion | – | – | 2 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 5 | – |
| By other means | – | – | – | – | – | 3 | 4 | 28 | 2 | – | 26 | 3 | 3 | 40 | 10 | 66 | – | 4 | 2 | 22 | – | – | – | – | – | 14 | 6 | 56 | 25 | 12 | – | 7 | 91 | 5 | 2 | 5 | – | 8 | – | 1 |
| TOTAL | 25 | 24 | 26 | 21 | 38 | 83 | 119 | 76 | 115 | 74 | 330 | 180 | 76 | 215 | 211 | 210 | 300 | 127 | 131 | 325 | 31 | 35 | 62 | 48 | 146 | 119 | 119 | 196 | 129 | 137 | 286 | 105 | 452 | 239 | 206 | 326 | 141 | 227 | 191 | 404 |

(*Continued.*)

| By what means saved. | September. | | | | | | | | | | | | | | | | | | | | October. | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. |
| By life boats | 18 | 2 | 15 | 22 | 22 | 19 | 18 | 19 | 7 | – | 13 | 4 | 97 | 35 | 5 | 36 | 4 | 35 | 14 | 54 | – | 8 | 16 | 36 | 26 | – | 37 | 45 | 35 | 79 | 18 | 35 | 27 | 106 | 46 | 15 | 39 | 24 | 99 | 72 |
| By rocket and mortar apparatus, and assistance with ropes, &c. from shore | 61 | – | 5 | 27 | 18 | 7 | 14 | 12 | 3 | – | 42 | 10 | 25 | 73 | 3 | 86 | 3 | 5 | 5 | – | 15 | 12 | 35 | 123 | 55 | 6 | 40 | 49 | 47 | 83 | 22 | 31 | 7 | 45 | 82 | 5 | 41 | 8 | 25 | 65 |
| By luggers, Coast Guard boats, and small craft | 81 | 23 | 18 | 22 | 73 | 9 | 6 | 22 | 18 | 4 | 22 | 20 | 27 | 1 | 39 | 25 | 71 | 18 | 13 | 31 | 59 | 70 | 74 | 106 | 58 | 5 | 51 | 81 | 58 | 40 | 16 | 12 | 18 | 23 | 64 | – | 51 | 17 | 76 | 144 |
| By ships and steam boats | 128 | – | 9 | 43 | 76 | 101 | 59 | 113 | 85 | 11 | 90 | 30 | 70 | 77 | 39 | 37 | 3 | 26 | 43 | 135 | 27 | 25 | 63 | 146 | 101 | 75 | 331 | 162 | 211 | 111 | 62 | 284 | 70 | 123 | 117 | 25 | 90 | 102 | 103 | 70 |
| By ship's own boats | – | – | – | – | 67 | 100 | 64 | 98 | 96 | 355 | 173 | 100 | 183 | 264 | 374 | 107 | 114 | 95 | 65 | 107 | – | – | – | – | 138 | 101 | 170 | 139 | 199 | 238 | 139 | 201 | 137 | 220 | 327 | 72 | 201 | 116 | 211 | 116 |
| By individual exertion | 8 | – | 9 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1 | 6 | – | – | – | 1 | 5 | – | 6 | 4 | 4 | – | – | – | – | 1 | – | – | – | – | – | – |
| By other means | – | – | – | – | – | 17 | 12 | 19 | – | – | 32 | 7 | 30 | 60 | 26 | 24 | 8 | 2 | 9 | 32 | – | – | – | – | – | 17 | 66 | 61 | 44 | 102 | 17 | 46 | 29 | 124 | 159 | 13 | 2 | 23 | 35 | 43 |
| TOTAL | 296 | 25 | 56 | 114 | 256 | 253 | 173 | 283 | 209 | 370 | 372 | 171 | 432 | 510 | 486 | 315 | 203 | 181 | 150 | 365 | 101 | 115 | 188 | 412 | 383 | 204 | 701 | 541 | 598 | 653 | 274 | 609 | 288 | 642 | 795 | 130 | 424 | 290 | 549 | 510 |

## Table 51—*continued.*

| By what means saved. | November. | | | | | | | | | | | | | | | | | | | | December. | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. |
| By life boats | 219 | 31 | 35 | 79 | 44 | 87 | 14 | 17 | 79 | 92 | 74 | 75 | 44 | 47 | 19 | 87 | 119 | 26 | 76 | 64 | 32 | – | 41 | 54 | 63 | 11 | 65 | 256 | 56 | 109 | 52 | 119 | 66 | 125 | 82 | 106 | 146 | 15 | 138 | 17 |
| By rocket and mortar apparatus, and assistance with ropes, &c. from shore | 34 | 3 | 40 | 32 | 62 | 173 | – | 15 | 110 | 44 | 41 | 32 | 17 | 23 | 6 | 17 | 133 | 47 | 98 | 85 | 48 | 3 | 3 | 7 | 39 | 36 | 58 | 138 | 2 | 84 | 142 | 108 | 50 | 46 | 22 | 70 | 118 | 8 | 144 | 41 |
| By luggers, Coast Guard boats, and small craft | 48 | 43 | 57 | 128 | 89 | 81 | 16 | 71 | 52 | 20 | 30 | 53 | 16 | 19 | 17 | 36 | 90 | 17 | 156 | 27 | 41 | 16 | 38 | 62 | 49 | 30 | 40 | 142 | 14 | 63 | 32 | 120 | 25 | 66 | 60 | 9 | 107 | 64 | 42 | 43 |
| By ships and steam boats | 35 | 11 | 95 | 129 | 107 | 221 | 93 | 178 | 139 | 176 | 81 | 49 | 55 | 108 | 40 | 106 | 28 | 57 | 18 | 103 | 17 | 63 | 72 | 69 | 85 | 97 | 169 | 373 | 104 | 187 | 90 | 223 | 95 | 117 | 44 | 67 | 56 | 45 | 41 | 224 |
| By ship's own boats | – | – | – | – | 197 | 201 | 194 | 135 | 325 | 154 | 238 | 179 | 129 | 163 | 584 | 103 | 240 | 165 | 142 | 221 | – | – | – | – | 109 | 126 | 166 | 407 | 86 | 264 | 275 | 336 | 327 | 331 | 239 | 144 | 277 | 149 | 205 | 130 |
| By individual exertion | – | – | – | – | – | 9 | – | – | 14 | 2 | – | – | – | – | – | – | – | – | – | 3 | 7 | 2 | – | – | 1 | 11 | – | 6 | – | – | – | – | – | 7 | – | – | – | – | – | – |
| By other means | – | – | – | – | – | 115 | 56 | 61 | 43 | 79 | 110 | 57 | 18 | 28 | 52 | 41 | 39 | 28 | 26 | 45 | – | – | – | – | – | 49 | 87 | 166 | 6 | 41 | 50 | 124 | 63 | 92 | 68 | 5 | 52 | 16 | 225 | 9 |
| TOTAL | 336 | 88 | 227 | 368 | 499 | 887 | 373 | 477 | 762 | 567 | 574 | 445 | 279 | 388 | 718 | 390 | 649 | 340 | 516 | 548 | 145 | 84 | 154 | 192 | 346 | 360 | 585 | 1488 | 268 | 748 | 641 | 1030 | 626 | 784 | 515 | 401 | 756 | 297 | 795 | 464 |

(*Continued.*)

| By what means saved. | January. | | | | | | | | | | | | | | | | | | | | February. | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. |
| By life boats | 182 | 8 | 26 | 42 | 44 | 22 | 72 | 52 | 9 | 67 | 109 | 65 | 62 | 41 | 93 | 50 | 49 | 12 | 69 | 92 | 6 | 25 | 6 | 60 | 532 | 14 | 5 | 49 | 38 | 26 | 22 | 30 | 81 | 120 | 156 | 10 | 101 | 42 | 52 | 53 |
| By rocket and mortar apparatus, and assistance with ropes, &c. from shore | 149 | 35 | 2 | 74 | 37 | 52 | 12 | 12 | 110 | 147 | 139 | 66 | 39 | 20 | 49 | 62 | 27 | 44 | 65 | 25 | – | 24 | – | 24 | 151 | – | 4 | – | 11 | 63 | 8 | 22 | 50 | 100 | 17 | 16 | 26 | 38 | 3 | 15 |
| By luggers, Coast Guard boats, and small craft | 94 | 55 | 55 | 103 | 11 | 53 | 96 | 51 | 91 | 148 | 89 | 74 | 18 | 69 | 70 | 25 | 13 | 10 | 73 | 22 | 162 | 39 | 27 | 55 | 109 | 29 | 21 | 24 | 25 | 58 | 29 | 39 | 80 | 118 | 49 | 5 | 26 | 61 | 11 | 40 |
| By ships and steam boats | 26 | 17 | 44 | 170 | 114 | 68 | 391 | 69 | 179 | 208 | 148 | 148 | 94 | 33 | 56 | 64 | 93 | 81 | 50 | 62 | 14 | 32 | 144 | 44 | 166 | 44 | 44 | 128 | 97 | 75 | 83 | 150 | 140 | 51 | 60 | 320 | 153 | 50 | 30 | 15 |
| By ship's own boats | – | – | – | 283 | 221 | 182 | 192 | 222 | 252 | 402 | 510 | 389 | 324 | 232 | 258 | 254 | 324 | 187 | 165 | 216 | – | – | – | 261 | 336 | 203 | 116 | 142 | 146 | 131 | 124 | 125 | 254 | 112 | 401 | 215 | 175 | 192 | 224 | 67 |
| By individual exertion | 6 | – | – | – | 1 | 5 | – | – | – | 1 | 4 | 6 | – | – | – | – | – | – | – | – | – | 8 | – | – | 4 | 2 | – | – | 4 | 2 | – | – | – | – | – | – | 6 | 4 | – | – |
| By other means | – | – | – | – | 48 | 70 | 95 | 9 | 75 | 93 | 293 | 207 | 89 | 29 | 52 | 26 | 79 | 33 | 39 | 20 | – | – | – | – | 148 | 17 | 3 | 32 | 26 | 11 | 62 | 124 | 50 | 43 | 52 | 36 | 155 | 35 | 10 | 43 |
| TOTAL | 457 | 115 | 127 | 672 | 476 | 452 | 858 | 415 | 716 | 1,066 | 1,292 | 955 | 626 | 424 | 578 | 481 | 585 | 367 | 461 | 437 | 182 | 128 | 177 | 444 | 1,446 | 309 | 193 | 375 | 347 | 366 | 328 | 490 | 655 | 544 | 735 | 602 | 642 | 422 | 330 | 233 |

Table 51—*continued.*

| By what means saved. | March. | | | | | | | | | | | | | | | | | | | | April. | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. |
| By life boats - - | 132 | 18 | 38 | 7 | 32 | 8 | 51 | 13 | 27 | 65 | 39 | 29 | 53 | 37 | 36 | 46 | 35 | 18 | 33 | 70 | 18 | 28 | 23 | 18 | 6 | 134 | 7 | – | 15 | 17 | 31 | 20 | 16 | 2 | 15 | 17 | 13 | 38 | 2 | 20 |
| By rocket and mortar apparatus, and assistance with ropes, &c. from shore - | 61 | 30 | 35 | 19 | 29 | 30 | 84 | 12 | 55 | 17 | 113 | – | 41 | 23 | 22 | 4 | 50 | 13 | 3 | 12 | 8 | 27 | 34 | 14 | 4 | 99 | 12 | – | 5 | 30 | 11 | 25 | 27 | – | – | 15 | – | 12 | – | 10 |
| By luggers, Coast Guard boats, and small craft - | 44 | 112 | 36 | 16 | 45 | 120 | 36 | 11 | 25 | 73 | 40 | 25 | 29 | 14 | 43 | 6 | 39 | 31 | 35 | 11 | 18 | 259 | 23 | 62 | 1 | 23 | 19 | 7 | 16 | 24 | 34 | 14 | 31 | 3 | 13 | 3 | 39 | 29 | 11 | 18 |
| By ships and steam boats - | 37 | 21 | 92 | 23 | 87 | 148 | 41 | 317 | 42 | 52 | 114 | 75 | 57 | 28 | 91 | 39 | 73 | 42 | 38 | 70 | 53 | 46 | 52 | 27 | 29 | 40 | 75 | 100 | 15 | 57 | 55 | 31 | 17 | 45 | 168 | 25 | 49 | 27 | 15 | 71 |
| By ship's own boats - - | – | – | – | 145 | 100 | 139 | 101 | 84 | 79 | 279 | 373 | 116 | 202 | 187 | 147 | 178 | 182 | 138 | 147 | 254 | – | – | – | 101 | 29 | 107 | 70 | 55 | 82 | 95 | 159 | 91 | 110 | 102 | 150 | 101 | 34 | 120 | 139 | 152 |
| By individual exertion - | – | – | – | – | 3 | – | 3 | – | – | 2 | 9 | – | – | – | – | – | – | – | – | – | – | 7 | 5 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| By other means - - | – | – | – | – | 156 | 70 | 25 | 7 | – | 36 | 84 | 7 | 108 | 8 | 9 | – | 26 | 26 | 31 | 17 | – | – | – | – | 10 | 14 | 165 | – | 5 | – | 62 | 37 | 17 | 10 | 11 | 23 | 2 | 23 | – | 21 |
| TOTAL - - | 274 | 181 | 201 | 210 | 452 | 515 | 341 | 444 | 228 | 524 | 772 | 252 | 490 | 297 | 348 | 273 | 405 | 268 | 287 | 434 | 97 | 367 | 137 | 222 | 79 | 417 | 348 | 162 | 138 | 223 | 352 | 218 | 218 | 162 | 357 | 184 | 137 | 249 | 167 | 292 |

(*Continued.*)

| By what means saved. | May. | | | | | | | | | | | | | | | | | | | | June. | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | 1873. | 1874. | 1875. | 1876. |
| By life boats - - | 14 | – | – | 19 | – | 15 | 6 | 8 | 18 | – | 19 | – | 4 | 16 | 3 | 10 | – | 6 | 5 | 17 | 5 | – | – | 23 | – | – | 16 | 2 | 4 | 20 | – | – | 14 | – | 2 | 2 | – | – | 5 | – |
| By rocket and mortar apparatus, and assistance with ropes, &c. from shore - | 2 | 11 | – | 29 | – | 4 | 23 | 10 | 4 | – | 6 | – | – | 13 | – | – | – | – | 7 | 22 | 1 | – | – | 58 | 4 | 8 | – | – | – | 9 | – | – | 48 | – | – | 4 | 314 | – | – | 2 |
| By luggers, Coast Guard boats, and small craft - | 8 | 24 | 12 | 84 | – | 3 | 55 | – | 2 | 5 | 60 | 465 | 6 | 21 | 1 | 114 | 8 | 35 | 33 | 3 | 8 | 16 | 511 | 16 | 2 | 13 | 21 | 3 | 12 | 2 | 4 | 4 | 6 | 15 | 5 | 11 | 19 | 6 | 16 | 5 |
| By ships and steam boats - | 20 | – | 5 | 73 | 19 | 58 | 47 | 21 | 31 | 45 | 35 | 10 | 12 | 38 | 366 | 237 | 11 | 39 | 26 | 10 | 229 | – | 7 | 10 | 21 | 26 | 23 | 19 | 4 | 17 | 32 | 4 | 16 | 31 | 7 | 26 | 49 | 13 | 22 | 122 |
| By ship's own boats - | – | – | – | 83 | 136 | 103 | 67 | 40 | 58 | 56 | 303 | 108 | 99 | 124 | 117 | 151 | 56 | 127 | 94 | 38 | – | – | – | 78 | 83 | 36 | 25 | 39 | 45 | 126 | 73 | 71 | 86 | 34 | 25 | 60 | 50 | 43 | 50 | 127 |
| By individual exertion - | – | – | – | 7 | – | – | – | – | – | – | – | – | – | – | 1 | – | – | – | – | – | – | – | – | 1 | – | – | – | – | – | – | – | – | – | – | 1 | – | – | – | – | – |
| By other means - - | – | – | – | – | – | 7 | 6 | – | – | – | 11 | 24 | 44 | – | 3 | 6 | 25 | 13 | 2 | – | – | – | – | – | – | 3 | 6 | – | 6 | – | 18 | 17 | 19 | 4 | 15 | – | – | 10 | – | – | – |
| TOTAL - - | 44 | 35 | 17 | 295 | 155 | 190 | 204 | 79 | 113 | 106 | 434 | 607 | 165 | 212 | 491 | 518 | 100 | 220 | 167 | 90 | 243 | 16 | 518 | 186 | 110 | 86 | 91 | 63 | 71 | 174 | 127 | 96 | 189 | 84 | 55 | 103 | 432 | 72 | 93 | 256 |

**Table 51—*continued.***

| By what means saved. | Total. | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1856-7. | 1857-8. | 1858-9. | 1859-60. | 1860-1. | 1861-2. | 1862-3. | 1863-4. | 1864-5. | 1865-6. | 1866-7. | 1867-8. | 1868-9. | 1869-70. | 1870-1. | 1871-2. | 1872-3. | 1873-4. | 1874-5. | 1875-6. |
| By life boats - - - - - | 634 | 120 | 220 | 367 | 771 | 322 | 291 | 472 | 293 | 480 | 378 | 377 | 504 | 532 | 473 | 403 | 548 | 310 | 502 | 461 |
| By rocket and mortar apparatus, and assistance with ropes, &c. from shore - - - | 383 | 149 | 154 | 407 | 415 | 415 | 252 | 256 | 347 | 490 | 527 | 310 | 333 | 354 | 203 | 293 | 715 | 175 | 355 | 301 |
| By luggers, Coast Guard boats, and small craft - | 606 | 683 | 878 | 681 | 467 | 371 | 414 | 424 | 338 | 462 | 385 | 843 | 317 | 383 | 500 | 265 | 582 | 309 | 511 | 508 |
| By ships and steam boats - - - | 587 | 244 | 622 | 769 | 858 | 919 | 1,319 | 1,533 | 1,003 | 1,000 | 986 | 1,060 | 719 | 714 | 1,063 | 990 | 647 | 516 | 440 | 967 |
| By ship's own boats - - - - | - | - | - | *951 | 1,499 | 1,425 | 1,289 | 1,465 | 1,459 | 2,195 | 2,728 | 1,902 | 2,062 | 2,067 | 2,795 | 1,737 | 1,888 | 1,525 | 1,644 | 1,859 |
| By individual exertion - - - - | 21 | 17 | 16 | 9 | 14 | 27 | 9 | 10 | 22 | 7 | 13 | 6 | - | 8 | 2 | - | 6 | 4 | 6 | 9 |
| By other means - - - - | - | - | - | - | *362 | 396 | 531 | 439 | 232 | 374 | 765 | 660 | 561 | 443 | 459 | 245 | 388 | 221 | 379 | 253 |
| Total - - - - | 2,231 | 1,213 | 1,890 | 3,184 | 4,386 | 3,875 | 4,105 | 4,599 | 3,694 | 5,008 | 5,782 | 5,158 | 4,496 | 4,501 | 5,495 | 3,933 | 4,774 | 3,060 | 3,837 | 4,358 |

* No records kept for former years.

## LIFE SAVING APPARATUS.

Table 52. List of PLACES on the Coasts of the UNITED KINGDOM (Geographically arranged, and stating the Distances by the usual means of communication in bad weather), where there are Stations of the Rocket Apparatus belonging to the Board of Trade and in charge of the Coastguard, showing where a Brigade or Company has been formed to assist the Coastguard in the management of the Apparatus, with the Year of formation and strength on the 30th June 1876; with the Number of Lives saved by each Apparatus during the Year ended 30th June 1876; showing also the Stations to which Lines and Belts have been supplied, and where Lifeboats are stationed; and Persons, Committees, &c., under whose management each Lifeboat is placed.

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | Life Belts and Lines. | Life Boats. No. of Boats. | Life Boats. Management. |
|---|---|---|---|---|---|---|---|---|---|---|
| **GREAT BRITAIN.** | | | | | | | | | | |
| Lerwick | Lerwick | — | — | — | — | — | — | Belts and Lines. | — | — |
| Kirkwall | Stromness | — | Rocket Apparatus. | Company. | 1867 | 25 | — | — | 1 | National Lifeboat Institution. |
| | Longhope | 15 | — | — | — | — | — | — | 1 | Do. |
| Wick | Scrabster | — | Rocket Apparatus. | Company. | 1866 | 22 | — | — | 1 | Do. |
| | Scarfskerry | 14 | Do. | Do. | 1868 | 20 | — | — | — | — |
| | Wick | 21 | Do. | — | — | — | — | — | 1 | British Fishery Society. |
| Banff | Burghead | — | Do. | Company. | 1867 | 15 | — | Belts and Lines. | — | — |
| | Lossiemouth | 10 | Do. | Do. | 1866 | 12 | 5 | Belts. | 1 | National Lifeboat Institution. |
| | Buckie | 15 | Do. | Do. | 1866 | 14 | 3 | Belts and Lines. | 1 | Do. |
| | Cullen | 7 | Do. | Do. | 1867 | 25 | — | — | — | — |
| | Portsoy | 6 | Do. | Do. | 1860 | 25 | — | Belts and Lines. | — | — |
| | Banff | — | Do. | Do. | 1866 | 24 | 5 | Belts. | 1 | National Lifeboat Institution. |
| Fraserburgh | Gardenstown | 8 | — | — | — | — | — | Belts and Lines. | — | — |
| | Rosehearty | 11 | — | — | — | — | — | Do. do. | — | — |
| | Sandhaven | — | — | — | — | — | — | Belts. | — | — |
| | Fraserburgh | — | Rocket Apparatus. | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Inverallochy | 5 | Do. | Do. | 1869 | 25 | — | Belts and Lines. | — | — |
| | Rattray Head | 6 | Do. | Do. | 1870 | 5 | 10 | Do. do. | 1 | National Lifeboat Institution. |
| Aberdeen | Peterhead | 10 | Do. | — | — | — | | | | |
| | Collieston | 16 | Do. | — | — | — | — | Do. do. | — | — |
| | Belhelvie | 8 | — | — | — | — | — | Do. do. | — | — |
| | Bridge of Don | 7 | Rocket Apparatus. | Company. | 1870 | 26 | 9 | Do. do. | — | — |
| | Aberdeen | 2½ | Do. | — | — | — | — | — | 2 | Harbour Commissioners. |
| | Cove Bay | 8 | Do. | Company. | 1866 | 34 | — | Belts. | — | — |
| | Muchalls | 8 | Do. | Do. | 1870 | 25 | — | Belts and Lines. | — | — |
| Montrose | Stonehaven | 5 | Do. | Do. | 1866 | 25 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Katerline | 5 | — | — | — | — | — | Do. do. | — | — |
| | Johnshaven | 9 | Rocket Apparatus. | Company. | 1865 | 24 | — | Belts. | — | — |
| | Montrose | 4 | Do. | Do. | 1866 | 25 | — | — | 2 | National Lifeboat Institution. |
| | Uzon | 8½ | Do. | Do. | 1866 | 25 | — | Belts and Lines. | — | — |
| | Auchmuthie | 10 | — | — | — | — | — | Do. do. | — | — |
| | Arbroath | 4 | Rocket Apparatus. | Company. | 1867 | 24 | — | — | 1 | National Lifeboat Institution. |
| | Westhaven | 6 | Do. | Do. | 1867 | 25 | — | Belts and Lines. | — | — |
| | Buddon Ness | 6 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Broughty Ferry | 8 | — | — | — | — | — | — | 1 | Do. |
| Elie | St. Andrews | 11 | Rocket Apparatus. | Company. | 1866 | 21 | 8 | Belts and Lines. | 1 | Do. |
| | Boarhills | 4 | — | — | — | — | — | Do. do. | 1 | Private persons. |
| | Crail | 6 | Rocket Apparatus. | Company. | 1874 | 25 | — | Do. do. | — | — |
| | Anstruther | 4 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Elie | 5 | Rocket Apparatus. | Company. | 1866 | 25 | — | Belts and Lines. | — | — |
| | North Berwick | 8 across the Forth. | Do. | Do. | 1875 | 14 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Seacliff | 5 | Do. | Do. | 1869 | 19 | — | Do. do. | — | — |
| | Dunbar | 6 | Do. | Do. | 1869 | 25 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Thornton Loch | 6 | Do. | — | — | — | — | Do. do. | — | — |
| | Redheugh | 7½ | Do. | — | — | — | — | Do. do. | — | — |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | Life Belts and Lines. | Life Boats. No. of Boats. | Life Boats. Management. |
|---|---|---|---|---|---|---|---|---|---|---|
| Berwick | Eyemouth | 10½ | Rocket Apparatus. | Company. | 1866 | 25 | | — | — | — |
| | Burnmouth | 3 | Do. | Do. | 1866 | 18 | | Belts and Lines. | — | — |
| | Berwick | 6 | Do. | Do. | 1873 | 25 | | Do. do. | — | — |
| | Spittal | 1½ | Do. | Do. | 1872 | 25 | | — | 1 | National Lifeboat Institution. |
| | Holy Island | 12 | Do. | Do. | 1872 | 25 | | Belts and Lines. | 1 | Do. |
| | Old Law | 1 | — | — | — | — | | — | 1 | Do. |
| | Bamburgh Castle | 6 | Rocket Apparatus. | Company. | 1875 | 25 | | — | — | — |
| | North Sunderland | 4 | — | — | — | — | | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Beadnel | 3 | Rocket Apparatus. | Company. | 1867 | 25 | | — | — | — |
| | Newton | 3 | Do. | Do. | 1868 | 25 | | Belts and Lines. | — | — |
| | Craster | 4 | Do. | Do. | 1866 | 25 | | Do. do. | — | — |
| | Boulmer | 4 | Do. | Do. | 1866 | 25 | | — | 1 | National Lifeboat Institution. |
| | Alnmouth | 3 | Do. | Do. | 1866 | 25 | | Belts and Lines. | 1 | Do. |
| | Amble { North Side | 3½ | Do. | Do. | 1873 | 25 | | — | — | — |
| | Amble { South Side | 5½ | Do. | Do. | 1866 | 25 | | Belts and Lines. | — | — |
| | Hauxley | 2 | Do. | Do. | 1873 | 25 | | — | 1 | National Lifeboat Institution. |
| | Newbiggin | 10 | Do. | Do. | 1873 | 25 | | Belts and Lines. | 1 | Do. |
| Sunderland | North Blyth | 4 | — | — | — | — | | — | 1 | Do. |
| | Blyth Haven | 1 | Rocket Apparatus. | — | — | — | | Belts. | 1 | Do. |
| | Seaton Sluice | 4½ | Do. | — | — | — | | — | — | — |
| | Cullercoats | 5½ | Do. | Brigade. | 1865 | 107 | | — | 1 | National Lifeboat Institution. |
| | South Pier, Tynemouth. | 2½ | Do. | Do. | 1864 | 126 | | — | 1 | Do. |
| | Tynemouth | ½ | Do. | | | | 5 | Belts. | 1 | Do. |
| | North Shields | 1 | — | — | — | — | | — | 1 | Harbour Commissioners. |
| | South Shields | 2 | Rocket Apparatus. | Brigade. | 1866 | 94 | | — | 3 | Do. |
| | Marsden | 4 | Do. | Company. | 1870 | 20 | | — | — | — |
| | Whitburn | 3 | Do. | Do. | 1869 | 25 | | — | 1 | National Lifeboat Institution. |
| | North Pier, Roker | 3 | Do. | — | — | — | | — | 1 | Do. |
| | South Pier, Sunderland. | 2½ | Do. | — | — | — | | — | 1 | Do. |
| | Sunderland Station | ½ | Do. | — | — | — | | — | 1 | Do. |
| | " South Dock Outlet. | ¾ | Do. | Company. | 1867 | 18 | 15 | — | 1 | Do. |
| | Seaham Harbour | 7 | Do. | — | — | — | | — | 1 | Do. |
| | Hawthornhive | 3 | Do. | — | — | — | | — | — | — |
| | Blackhalls | 6½ | Do. | Company. | 1866 | 20 | | — | — | — |
| | Hartlepool, East | 7 | Do. | Do. | 1868 | 25 | | Belts and Lines. | 3 | National Lifeboat Institution. |
| | " West | ½ | — | — | — | — | | — | 2 | Do. |
| | Stranton | 1 | Rocket Apparatus. | Company. | 1876 | 25 | | — | — | — |
| | Seaton Carew | 2 | Do. | Do. | 1866 | 23 | | — | 1 | Do. |
| | Middlesboro' | 18 | — | — | — | — | | — | 1 | Do. |
| | Coatham | 6 | Rocket Apparatus. | Company. | 1867 | 12 | | Lines. | — | — |
| | Redcar | 2 | — | — | — | — | | — | 1 | National Lifeboat Institution. |
| | | | | | | | | | 1 | Local Committee. |
| | Saltburn | 5 | Rocket Apparatus. | Company. | 1873 | 12 | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| Scarborough | Staithes | 10 | Do. | Do. | 1867 | 24 | | Do. do. | 1 | Do. |
| | Runswick | 3½ | — | — | — | — | | — | 1 | Do. |
| | Kettleness | 3½ | Rocket Apparatus. | Company. | 1872 | 24 | | Belts and Lines. | — | — |
| | Sandsend | 3 | Do. | Do. | 1873 | 18 | | Do. do. | — | — |
| | Upgang | 1½ | — | — | — | — | | — | 1 | National Lifeboat Institution. |
| | Whitby | 1½ | Rocket Apparatus. | Company. | 1874 | 25 | | Belts and Lines. | 2 | Do. |
| | Robin Hood's Bay | 7 | Do. | — | — | — | | Do. do. | 1 | Local shipowners. |
| | Burniston | 10 | Do. | Company. | 1867 | 20 | | Do. do. | — | — |
| | Scarborough | 4 | Do. | Do. | 1867 | 23 | | Do. do. | 1 | National Lifeboat Institution. |
| | Cayton | 4 | Do. | Do. | 1867 | 18 | | Do. do. | — | — |
| | Filey | 4 | Do. | Do. | 1866 | 24 | | Do. do. | 1 | National Lifeboat Institution. |
| | Flamborough, North | 12 | — | — | — | — | | — | 1 | Do. |
| | " Head | 1½ | Rocket Apparatus. | Company. | 1870 | 25 | | Belts and Lines. | — | — |
| | " South | 1½ | — | — | — | — | | — | 1 | National Lifeboat Institution. |
| | Bridlington | 2½ | Rocket Apparatus. | Company. | 1870 | 23 | — | Belts and Lines. | 1 | Do. |
| | | | | | | | | | 2 | Private persons. |
| | Ulrome | 11 | Do. | Do. | 1865 | 17 | 6 | Do. do. | — | — |
| | Hornsea | 7 | Do. | Do. | 1866 | 9 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Cowden | 4 | Do. | Do. | 1867 | 13 | — | Do. do. | — | — |
| | Aldboro' | 4 | Do. | Do. | 1867 | 16 | — | Do. do. | — | — |
| Hull | Sandlemere | 6 | Do. | — | — | — | — | Do. do. | — | — |
| | Withernsea | 2½ | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Holmpton | 4 | Rocket Apparatus. | Company. | 1868 | 14 | — | — | — | — |
| | Easington | 4 | Do. | Do. | 1868 | 16 | — | Belts and Lines. | 1 | Hull Trinity House. |
| | Stemcreek | 17 | — | — | — | — | — | Belts. | — | — |
| | Trinity Sluice | — | — | — | — | — | — | Belts and Lines. | — | — |
| | Barton | 4½ | — | — | — | — | — | Do. do. | — | — |
| | Killingsholme | 15 | — | — | — | — | — | Do. do. | — | — |
| | Cleethorpes | 10 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| Mablethorpe | Horse-shoe Point | 5 | — | — | — | — | — | Do. do. | — | — |
| | Donna Nook | 5 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Saltfleet | 5 | Rocket Apparatus. | Company. | 1867 | 11 | — | Do. do. | — | — |
| | Oliver's Gap | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Theddlethorpe | 1½ | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Mablethorpe | 2 | — | — | — | — | — | Belts and Lines. | — | — |
| | Sutton | 2½ | Rocket Apparatus. | Company. | 1873 | 17 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Huttoft | 4 | — | — | — | — | — | Do. do. | — | — |
| | Anderby | 1½ | — | — | — | — | — | Do. do. | — | — |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | Life Belts and Lines. | Life Boats. No. of Boats. | Life Boats. Management. |
|---|---|---|---|---|---|---|---|---|---|---|
| Mablethorpe—*cont.* | Chapel | 3 | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Ingoldmells | 4 | — | — | — | — | — | Do. do. | — | — |
| | Skegness | 2 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Gibraltar Point | 5 | — | — | — | — | — | Do. do. | — | — |
| Wells | Hunstanton | 18 across the Wash. | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Brancaster | 9 | — | — | — | — | — | Do. do. | 1 | Do. |
| | Burnham | 4 | — | — | — | — | — | Do. do. | — | — |
| | Wells | 5 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Eastern Marsh | 3 | — | — | — | — | — | Do. do. | — | — |
| | Morston | 7 | — | — | — | — | — | Do. do. | — | — |
| | Blakeney Beach | 3 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Cley | 2 | Rocket Apparatus. | Company. | 1875 | 25 | 1 | — | — | — |
| | Weybourne | 5 | Do. | Do. | 1866 | 25 | — | Belts and Lines. | — | — |
| | Sherringham | 3 | Do. | Do. | 1866 | 25 | 10 | Do. do. | 1 | National Lifeboat Institution. |
| | Cromer | 4½ | Do. | Do. | 1866 | 25 | — | Do. do. | 1 | Do. |
| GreatYarmouth | Sidestrand | 4 | Do. | Do. | 1867 | 8 | — | — | — | — |
| | Mundesley | 4 | Do. | Do. | 1870 | 11 | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Bacton | 3½ | Do. | Do. | 1866 | 12 | — | Do. do. | 1 | Do. |
| | Happisburgh | 3½ | Do. | Do. | 1867 | 19 | — | Do. do. | 1 | Do. |
| | Palling | 5 | Do. | Do. | 1867 | 25 | — | Do. do. | 2 | Do. |
| | Thwart Lights | 5 | Do. | — | — | — | — | — | — | — |
| | Winterton | 2 | Do. | Company. | 1866 | 13 | 2 | Belts and Lines. | 1<br>1 | National Lifeboat Institution.<br>Private persons. |
| | Scratby | 3½ | — | — | — | — | — | — | 1 | Do. |
| | Caistor | 2½ | Rocket Apparatus. | Company. | 1856 | 13 | — | Belts and Lines. | 2 | National Lifeboat Institution. |
| | Great Yarmouth | 3 | Do. | — | — | — | 1 | Do. do. | 2 | Do. |
| | Gorleston | 2½ | Do. | — | — | — | — | Do. do. | 1<br>2 | Do.<br>Boatmen. |
| | Corton | 5 | Do. | Company. | 1875 | 11 | 7 | Do. do. | 1 | National Lifeboat Institution. |
| | Lowestoft | 3 | Do. | — | — | — | 17 | Do. do. | 2 | Do. |
| | Pakefield | 2½ | — | — | — | — | — | Do. do. | 2 | Do. |
| | Kessingland | 5 | Rocket Apparatus. | — | — | — | 20 | Do. do. | 2 | Do. |
| | Covehithe | 4 | Do. | — | — | — | — | Do. do. | — | — |
| | Southwold | 3½ | Do. | Company. | 1875 | 25 | — | Do. do. | 2 | National Lifeboat Institution. |
| Aldboro' | Dunwich | 5 | Do. | Do. | 1866 | 11 | — | — | 1 | Do. |
| | Misner Haven | 2 | — | — | — | — | — | Belts and Lines. | — | — |
| | Sizewell Gap | 3½ | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Thorpeness | 2 | Do. | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Aldborough | 2½ | Do. | Company. | 1872 | 25 | — | Belts. | 1 | Do. |
| | Orfordness | 5 | Do. | Do. | 1875 | 12 | — | Belts and Lines. | — | — |
| | Orford Haven | 7 | Do. | — | — | — | 5 | Do. do. | — | — |
| | East Lane | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Woodbridge Haven | 2½ | — | — | — | — | — | Do. do. | — | — |
| Harwich | Harwich | — | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Walton Gap | 9 | — | — | — | — | — | Do. do. | — | — |
| | Clacton Wash | 9 | — | — | — | — | — | Do. do. | — | — |
| | West Mersea | 8 | — | — | — | — | — | Belts. | — | — |
| | Bradwell | — | — | — | — | — | — | Do. | — | — |
| | Stangate | 10 | — | — | — | — | — | Do. | — | — |
| | Burnham | 6 | — | — | — | — | — | Do. | — | — |
| Southend | Gravesend | — | — | — | — | — | — | Belts and Lines. | — | — |
| Sheerness | Yantlett Creek | — | — | — | — | — | — | Belts. | — | — |
| | Colemouth Creek | 4 | — | — | — | — | — | Do. | — | — |
| | Queenborough Swale | 4 | — | — | — | — | — | Do. | — | — |
| | Garrison Point | 2 | — | — | — | — | — | Belts and Lines. | — | — |
| | Scrapsgate | 2 | — | — | — | — | — | Belts. | — | — |
| | Leysdown | 9 | — | — | — | — | — | Belts and Lines. | — | — |
| | Shellness | 2 | — | — | — | — | — | Do. do. | — | — |
| Whitstable | East Swale (on H.M.S. "Cadmus") | 4 | — | — | — | — | — | Belts. | — | — |
| | Seasalter | 3 | — | — | — | — | — | Do. | — | — |
| | Whitstable | 4 | — | — | — | — | — | Do. | — | — |
| | Swale Cliff | 3½ | — | — | — | — | — | Do. | — | — |
| | Herne Bay | 2 | — | — | — | — | — | Do. | — | — |
| | Bishopstone | 3½ | — | — | — | — | — | Do. | — | — |
| | Reculvers | 1½ | — | — | — | — | — | Belts and Lines. | — | — |
| Ramsgate | St. Nicholas | 3 | — | — | — | — | — | Do. do. | — | — |
| | Epple Bay | 6 | — | — | — | — | — | Belts. | — | — |
| | Westgate | 2½ | — | — | — | — | — | Do. | — | — |
| | Margate | 2 | — | — | — | — | — | Do. | 1<br>1 | National Lifeboat Institution.<br>Boatmen. |
| | Newgate | 1½ | — | — | — | — | — | Do. | — | — |
| | Kingsgate | 3 | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Broadstairs | 2 | — | — | — | — | — | Belts. | 1 | Do. |
| | Ramsgate | 2 | — | — | — | — | — | — | 1 | Board of Trade. |
| | North Shore | 2½ | — | — | — | — | — | Belts. | — | — |
| Deal | North End | — | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Walmer | 1 | — | — | — | — | — | — | 1 | Do. |
| | Kingsdown | 2½ | — | — | — | — | — | — | 1 | Do. |
| | St. Margaret's Bay | 3 | Rocket Apparatus. | — | — | — | — | — | — | — |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. | | | | | Life Belts and Lines. | Life Boats. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Stations. | Brigade or Company. | | | | | No. of Boats. | Management. |
| | | | | Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | | | |
| Folkestone | Casemates | 4½ | Rocket Apparatus. | Company. | 1875 | 17 | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Townsend | 2 | — | — | — | — | — | Do. do. | — | — |
| | Lydden Spout | 2 | — | — | — | — | — | Do. do. | — | — |
| | Pelter | 4½ | — | — | — | — | — | Do. do. | — | — |
| | Folkestone | 1 | Rocket Apparatus. | Company. | 1875 | 23 | — | Do. do. | — | — |
| | Sandgate | 2 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Hythe | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Dymchurch | 5 | Rocket Apparatus. | Company. | 1866 | 14 | — | Do. do. | — | — |
| | St. Mary's | 2 | — | — | — | — | — | Do. do. | — | — |
| | Littlestone | 1½ | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Romney | 1¾ | — | — | — | — | — | Do. do. | — | — |
| Dungeness | No. 2 Battery | 2 | Rocket Apparatus. | — | — | — | 8 | Do. do. | — | — |
| | No. 1 Battery | 1½ | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Grand Redoubt | 1 | — | — | — | — | — | Do. do. | — | — |
| | Dungeness | 1½ | Rocket Apparatus. | — | — | — | 1 | Do. do. | — | — |
| | Galloway's | 1½ | — | — | — | — | — | Do. do. | — | — |
| | Lydd | 1½ | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Jury's Gap | 3 | Do. | — | — | — | — | Do. do. | — | — |
| | Camber | 2 | Do. | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| Hastings | Rye Harbour | 1½ | — | — | — | — | — | Belts and Lines. | — | — |
| | Winchelsea | 1½ | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | 31 Tower | 1½ | Rocket Apparatus. | — | — | — | — | Belts and Lines. | — | — |
| | 36 Tower | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Haddocks | 1 | — | — | — | — | — | Do. do. | — | — |
| | Fairlight | 2 | — | — | — | — | — | Do. do. | — | — |
| | Ecclesbourne | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Hastings | 1½ | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Priory | ¾ | — | — | — | — | — | Do. do. | — | — |
| | 39 Tower | 2 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Bexhill | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Kewhurst | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Pevensey | 2 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Langley | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Eastbourne | 3 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Holywell | 1½ | — | — | — | — | — | Do. do. | — | — |
| Brighton | Birling Gap | 4 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Crow Link | 1½ | — | — | — | — | — | Do. do. | — | — |
| | Cuckmere | 2 | — | — | — | — | — | Do. do. | — | — |
| | Blatchington | 3½ | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Newhaven | 1½ | Do. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Saltdean | 4½ | — | — | — | — | — | — | — | — |
| | Greenway | 1½ | — | — | — | — | — | Belts and Lines. | — | — |
| | Blackrock | 2 | — | — | — | — | — | Do. do. | — | — |
| | Brighton | 1½ | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Hove | 1½ | — | — | — | — | — | Do. do. | — | — |
| | Fishersgate | 2 | — | — | — | — | — | Do. do. | — | — |
| | Shoreham | 3 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Lancing | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Worthing | 3 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Goring | 2½ | — | — | — | — | — | Do. do. | — | — |
| Bognor | Kingston | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Littlehampton | 3 | — | — | — | — | — | Belts. | — | — |
| | Elmer | 3½ | — | — | — | — | — | Do. | — | — |
| | Bognor | 3 | — | — | — | — | — | Belts and Lines. | — | — |
| | Pagham | 3½ | — | — | — | — | — | Belts. | — | — |
| | Wallend | 3 | — | — | — | — | — | Do. | — | — |
| | Selsey | 1½ | — | — | — | — | — | Do. | 1 | National Lifeboat Institution. |
| | Thorney | 2 | — | — | — | — | — | Do. | — | — |
| | Old Thorney | 1½ | — | — | — | — | — | Do. | — | — |
| | Cockbush | 4 | — | — | — | — | — | Do. | — | — |
| | Chichester Harbour | 2½ | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| Southsea | Hayling Island | 1½ | — | — | — | — | — | Do. do. | 1 | Do. |
| | Hayling Bridge | 5 | — | — | — | — | — | Belts. | — | — |
| | Langstone Harbour | 3 | — | — | — | — | — | Do. | — | — |
| | Southsea Castle | 2½ | — | — | — | — | — | Do. | — | — |
| | Gosport | 2 | — | — | — | — | — | Do. | — | — |
| | Clay Hall | 2½ | — | — | — | — | — | Do. | — | — |
| | Stokes Bay | 1½ | — | — | — | — | — | Do. | — | — |
| | Hill Head | 5 | — | — | — | — | — | Do. | — | — |
| | Hamble River | 5 | — | — | — | — | — | Do. | — | — |
| | Netley | 3½ | — | — | — | — | — | Do. | — | — |
| Cowes | Alum Bay | 2 from Freshwater. | — | — | — | — | — | Belts and Lines. | — | — |
| | Totland | 2 | — | — | — | — | — | Do. do. | 1 | Private persons. |
| | South Yarmouth | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Newtown | 4 | — | — | — | — | — | Do. do. | — | — |
| | Sticelett | 2 | — | — | — | — | — | Do. do. | — | — |
| | East Cowes | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Fishbourne | 5 | — | — | — | — | — | Do. do. | — | — |
| | Ryde | 3½ | — | — | — | — | — | Do. do. | 1 | Town Corporation. |
| | Spring Vale | 1½ | — | — | — | — | — | Do. do. | — | — |
| | Sea View | 1 | — | — | — | — | — | Do. do. | — | — |
| | Bembridge | 2 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | Life Belts and Lines. | Life Boats. No. of Boats. | Life Boats. Management. |
|---|---|---|---|---|---|---|---|---|---|---|
| Ventnor | Ventnor | 12 | Rocket Apparatus. | — | — | — | — | Belts and Lines. | — | — |
| | Reeth | 5½ | Do. | — | — | — | — | Do. do. | — | — |
| | St. Catherine's Point | 2½ | Do. | Company. | 1866 | 8 | 15 | Do. do. | — | — |
| | Atherfield | 3½ | Do. | — | — | — | — | Do. do. | — | — |
| | Brixton | 4 | Do. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Brook | 4 | Do. | — | — | — | — | Do. do. | 1 | Do. |
| Lymington | Marchwood | — | — | — | — | — | — | Do. do. | — | — |
| | Calshot Castle | 13 | — | — | — | — | — | Do. do. | — | — |
| | Lepe | 5 | — | — | — | — | — | Do. do. | — | — |
| | Beaulieu River | 2 | — | — | — | — | — | Do. do. | — | — |
| | Pitt's Deep | 4½ | — | — | — | — | — | Do. do. | — | — |
| | Lymington | 5 | — | — | — | — | — | Do. do. | — | — |
| | Hurst | 7 | — | — | — | — | — | Do. do. | — | — |
| | Milford | 2 | — | — | — | — | — | Do. do. | — | — |
| | Barton Cliff | 6 | Rocket Apparatus. | Company. | 1869 | 6 | — | Do. do. | — | — |
| | Christchurch | 5 | — | — | — | — | — | Do. do. | — | — |
| Swanage | Tuckton | 5 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Bournemouth | 6 | — | — | — | — | — | Do. do. | — | — |
| | Branksea | 4 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Studland Bay | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Swanage | 4 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | St. Alban's Head | 7 | Do | Company. | 1866 | 12 | — | Do. do. | — | — |
| | Chapman's Pool | 1½ | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Kimmeridge | 6½ | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | Do. |
| Weymouth | Weymouth | 22 | — | — | — | — | — | — | 1 | Do. |
| | Portland | 5 | Rocket Apparatus. | — | — | — | — | — | — | — |
| | Hill | 2 | Do. | — | — | — | — | Belts. | — | — |
| | Wyke | 6 | Do. | — | — | — | — | — | — | — |
| | Langton | 5 | Do. | — | — | — | — | — | — | — |
| | Abbotsbury | 5 | Do. | — | — | — | — | Belts and Lines. | — | — |
| Lyme | Burton | 4½ | Do. | Company. | 1875 | 23 | — | Do. do. | — | — |
| | Bridport | 3½ | Do. | — | — | — | — | Do. do. | — | — |
| | Chidcock | 4 | — | — | — | — | — | Do. do. | — | — |
| | Charmouth | 4 | — | — | — | — | — | Do. do. | — | — |
| | Lyme Cobb | 2½ | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Whitlands | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Axmouth | 5 | — | — | — | — | — | Do. do. | — | — |
| | Beer | 2 | Rocket Apparatus. | Company. | 1867 | 40 | — | Do. do. | — | — |
| | Branscombe | 3½ | — | — | — | — | — | Do. do. | — | — |
| Exmouth | Weston | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Sidmouth | 3 | Rocket Apparatus. | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Budleigh Salterton | 8 | Do. | — | — | — | — | Belts and Lines. | — | — |
| | Exmouth | 4 | Do. | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Dawlish | 4 | — | — | — | — | — | Belts and Lines. | — | — |
| | Teignmouth | 3 | Rocket Apparatus. | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Shaldon | ½ | — | — | — | — | — | Do. | — | — |
| Dartmouth | Babbicombe | 5½ | — | — | — | — | — | Belts and Lines. | — | — |
| | Torquay | 2½ | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Paignton | 2½ | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Brixham | 5½ | Do. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Mansands | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Dartmouth | 4 | — | — | — | — | — | Do. do. | — | — |
| | Tor Cross | 8½ | — | — | — | — | — | Do. do. | — | — |
| Salcombe | Prawle | 6½ | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Rickham | 3 | Do. | — | — | — | — | Do. do. | — | — |
| | Salcombe | 2 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Hope Cove | 6 | — | — | — | — | — | Do. do. | — | — |
| | Challaboro' | 8 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Mothercombe | 5 | — | — | — | — | — | Do. do. | — | — |
| Plymouth | Yealm | 15½ | — | — | — | — | — | Belts. | — | — |
| | Bovisand | 6 | — | — | — | — | — | Belts and Lines. | — | — |
| | Mount Batten | 3 | Rocket Apparatus. | — | — | — | — | Belts. | — | — |
| | Stonehouse | 7 | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Cawsand | 4 | — | — | — | — | — | Do. do. | — | — |
| | Polhawn | 2 | — | — | — | — | — | Do. do. | — | — |
| | Portwinkle | 7 | Rocket Apparatus. | Company. | 1866 | 11 | — | Do. do. | — | — |
| | Downderry | 3 | — | — | — | — | — | Do. do. | — | — |
| | Looe | 5 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| Fowey | Polperro | 4½ | — | — | — | — | — | Do. do. | — | — |
| | Fowey | 6 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Polkerris | 4 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Par | 2 | — | — | — | — | — | Belts and Lines. | — | — |
| | Charlestown | 4 | Rocket Apparatus. | — | — | — | — | Belts. | — | — |
| | Mevagissey | 7 | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Gorran Haven | 3 | — | — | — | — | — | Do. do. | — | — |
| | Port Looe | 7 | — | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Gerran's Bay | 6½ | Rocket Apparatus. | — | — | — | — | Do. | — | — |
| Falmouth | St. Mawes | 3 | — | — | — | — | — | Belts and Lines. | — | — |
| | Falmouth | 4 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Porthillick | 7 | — | — | — | — | — | Do. do. | — | — |
| | Porthcustock | 5 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | Life Belts and Lines. | Life Boats. No. of Boats. | Life Boats. Management. |
|---|---|---|---|---|---|---|---|---|---|---|
| Falmouth —*cont.* | Coverack | 4 | Rocket Apparatus. | — | — | — | — | Belts and Lines. | — | — |
| | Cadgwith | 8 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Lizard | 3 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | Do. |
| | Mullion | 5 | Do. | — | — | — | — | Do. do. | 1 | Do. |
| | Porthleven | 7 | Do. | — | — | — | — | Do. do. | 1 | Do. |
| Penzance | Prussia Cove | 7 | Do. | — | — | — | — | Do. do. | — | — |
| | Marazion | 4 | Do. | Company. | 1869 | 18 | — | — | — | — |
| | Penzance | 3½ | Do. | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Mousehole | 3 | Do. | — | — | — | — | Belts and Lines. | — | — |
| | Penberth | 7 | — | — | — | — | — | Do. do. | — | — |
| | Sennen Cove | 4½ | Rocket Apparatus. | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Pendeen Cove | 7½ | Do. | — | — | — | — | Belts and Lines. | — | — |
| | St. Ives | 13 | Do. | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| Hayle | Hayle | 5 | — | — | — | — | — | — | 1 | Do. |
| Padstow | Gwithian | — | — | — | — | — | — | Belts and Lines. | — | — |
| | Portreath | 8 | Rocket Apparatus. | Company. | 1871 | 18 | 8 | Belts. | — | — |
| | Port Towan | 4 | — | — | — | — | — | Belts and Lines. | — | — |
| | St. Agnes | 4 | Rocket Apparatus. | Company. | 1870 | 18 | — | Do. do. | — | — |
| | Perran Porth | 4 | — | — | — | — | — | Do. do. | — | — |
| | Newquay | 8 | Rocket Apparatus. | Company. | 1866 | 18 | — | Belts. | 1 | National Lifeboat Institution. |
| | Mawgan Porth | 6 | Do. | Do. | 1866 | 17 | — | Do. | — | — |
| | Trevose Head | 8 | Do. | Do. | 1866 | 18 | — | — | — | — |
| | Padstow:— | | | | | | | | | |
| | Cregmeer | 4 | Do. | Do. | 1866 | 15 | — | — | — | — |
| | Stepper Point | 3 | Do. | Do. | 1868 | 14 | 14 | — | — | — |
| | Harbour Cove | ¾ | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | St. George's Cove | 1½ | — | — | — | — | — | Belts and Lines. | — | — |
| | Trebetherick | 2 | Rocket Apparatus. | Company. | 1866 | 15 | 6 | — | — | — |
| | Polzeath | 1 | — | — | — | — | — | Belts and Lines. | — | — |
| | Port Isaac | 6 | Rocket Apparatus. | Company. | 1868 | 18 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Boscastle | 12 | Do. | Do. | 1866 | 18 | — | Do. do. | — | — |
| | Budehaven | 17 | Do. | Do. | 1866 | 18 | — | Do. do. | 1 | National Lifeboat Institution. |
| Ilfracombe | Clovelly | 18 | Do. | — | — | — | 5 | Belts. | 1 | Do. |
| | Westward Ho! | 13 | Do. | Company. | 1870 | 4 | — | Do. | — | — |
| | Appledore | 2 | — | — | — | — | — | — | 2 | National Lifeboat Institution. |
| | Braunton | 12 | — | — | — | — | — | — | 1 | Do. |
| | Croyde | 6 | Rocket Apparatus. | Company. | 1870 | 12 | — | — | — | — |
| | Morthoe | 6 | Do. | Do. | 1865 | 13 | — | — | 1 | National Lifeboat Institution. |
| | Ilfracombe | 6 | Do. | — | — | — | — | Belts. | 1 | Do. |
| | Lynmouth | 18 | Do. | Company. | 1866 | 10 | — | Do. | 1 | Do. |
| | Porlock | 11 | — | — | — | — | — | Belts and Lines. | — | — |
| | Minehead | 9 | — | — | — | — | — | Belts. | — | — |
| | Watchet | 9 | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Littlestoke | 9 | — | — | — | — | — | Do. do. | — | — |
| | Burnham | 22 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Brean | 1 | — | — | — | — | — | Belts and Lines. | — | — |
| | Uphill | 10 | — | — | — | — | — | Do. do. | — | — |
| | Weston-super-Mare | 2½ | — | — | — | — | — | Do. do. | — | — |
| Swansea | Penarth | — | Rocket Apparatus. | Company. | 1873 | 6 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Barry Island | 8 | Do. | Do. | 1869 | 18 | — | Do. do. | — | — |
| | Breaksea Point | 6 | Do. | Do. | 1869 | 14 | — | Do. do. | — | — |
| | Porthcawl | 30 | Do. | Do. | 1866 | 22 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Mumbles | 25 | Do. | Do. | 1874 | 18 | — | Do. do. | 1 | Do. |
| | Oxwich | 10 | Do. | Do. | 1869 | 18 | — | Do. do. | — | — |
| | Burry Port (Pembrey). | 29 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Ferryside | 10 | — | — | — | — | — | — | 1 | Do. |
| Milford | Tenby | — | Rocket Apparatus. | Company. | 1874 | 22 | — | Belts. | 1 | Do. |
| | Castletank | 16 | Do. | — | — | — | — | Belts and Lines. | — | — |
| | Angle | 11 | Do. | Company, | 1874 | 25 | — | — | 1 | National Lifeboat Institution. |
| | St. Ann's Head | 25 | — | — | — | — | — | Belts and Lines. | — | — |
| | Runwayskiln | 5 | Rocket Apparatus. | Company. | 1872 | 18 | — | — | — | — |
| | Littlehaven | 8 | Do. | Do. | 1874 | 20 | — | Belts. | — | — |
| | Solva | 12 | Do. | Do. | 1872 | 16 | — | — | 1 | National Lifeboat Institution. |
| | St. David's | 4 | — | — | — | — | — | — | 1 | Do. |
| | Abercastle | 10 | Rocket Apparatus. | Company. | 1872 | 16 | — | Belts. | — | — |
| | Goodwick | 10 | Do. | — | — | — | — | Belts and Lines. | 2 | National Lifeboat Institution. |
| | Newport | 9 | Do. | Company. | 1867 | 7 | — | Do. do. | — | — |
| | St. Dogmael's | 9 | Do. | Do. | 1875 | 15 | — | Belts. | 1 | National Lifeboat Institution. |
| | Newquay | 22 | Do. | Do. | 1873 | 20 | — | Belts and Lines. | 1 | Do. |
| Aberystwith | Aberystwith | 23 | — | — | — | — | — | — | 1 | Do. |
| | Aberdovey | 12 | — | — | — | — | — | — | 1 | Do. |
| | Barmouth | 10 | — | — | — | — | — | — | 1 | Do. |
| Carnarvon | Portmadoc | 25 | — | — | — | — | — | — | 1 | Do. |
| | Abersoch | 15 | — | — | — | — | — | — | 1 | Do. |
| | Porthdynllaen | 10 | Rocket Apparatus. | Company. | 1864 | 12 | — | — | 1 | Do. |
| Liverpool | Llanddwyn | 14 | — | — | — | — | — | — | 1 | Do. |
| | Carnarvon | 1 | — | — | — | — | — | Belts and Lines. | — | — |
| | Rhosniger | 20 | Rocket Apparatus. | Company. | 1875 | 25 | — | — | 1 | Do. |
| | Rhoscollyn | 6 | — | — | — | — | — | — | 1 | Do. |
| | Holyhead | 6 | Rocket Apparatus. | — | — | — | — | Belts and Lines. | 1 | Do. |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. | | | | | Life Belts and Lines. | Life Boats. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | | No. of Boats. | Management. |
| Liverpool —*cont.* | Cemaes | 18 | Rocket Apparatus. | Company. | 1873 | 33 | — | — | 1 | National Lifeboat Institution. |
| | Bull Bay | 4 | — | — | — | — | — | — | 1 | Do. |
| | Amlwch | 2 | Rocket Apparatus. | Company. | 1862 | 25 | — | Belts and Lines. | — | — |
| | Moelfra | 9 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Penmon | 7 | — | — | — | — | — | — | 1 | Do. |
| | Bangor | 11 | — | — | — | — | — | Belts. | — | — |
| | Llandudno | 16 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Conway | 4 | — | — | — | — | — | Belts and Lines. | — | — |
| | Llandulas | 3 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Rhyl | 7 | — | — | — | — | — | Belts and Lines. | 1 | Do. |
| | Point of Ayre | 8 | — | — | — | — | — | — | 1 | Mersey Dock and Harbour Board. |
| | Helbre Island | — | — | — | — | — | — | — | 1 | Do. |
| | Hoylake | — | — | — | — | — | — | Belts and Lines. | 1 | Do. |
| | New Brighton | 8 | — | — | — | — | — | Do. do. | 2 | National Lifeboat Institution. |
| | Liverpool (Landing Stage). | 4 | — | — | — | — | — | — | 1 | Mersey Dock and Harbour Board. |
| | Waterloo | 5 | — | — | — | — | — | Belts and Lines. | — | — |
| | Formby | 5 | — | — | — | — | — | — | 1 | Mersey Dock and Harbour Board. |
| | Southport | 4 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Lytham | 25 | — | — | — | — | — | — | 1 | Do. |
| | Blackpool | 7 | — | — | — | — | — | — | 1 | Do. |
| | Fleetwood | 12 | — | — | — | — | — | Belts and Lines. | 1 | Do. |
| | Piel | 74 | — | — | — | — | — | — | 1 | Do. |
| | Seascale | 38 | — | — | — | — | — | — | 1 | Do. |
| | Whitehaven | 10½ | Rocket Apparatus. | Brigade. | 1868 | 30 | — | — | 1 | Do. |
| | Maryport | 12 | Do. | Company. | 1868 | 97 | — | Belts. | 1 | Do. |
| | Silloth | — | — | — | — | — | — | — | 1 | Do. |
| Dumfries | Kircudbright | — | — | — | — | — | — | — | 1 | Do. |
| Greenock | Isle of Whithorn | — | — | — | — | — | — | — | 1 | Do. |
| | Drumore | — | Rocket Apparatus. | Company. | 1869 | 18 | — | Belts and Lines. | — | — |
| | Port Logan | 5 | Do. | Do. | 1869 | 19 | — | Belts. | 1 | National Lifeboat Institution. |
| | Port Patrick | 13 | Do. | Do. | 1873 | 27 | — | Belts and Lines. | — | — |
| | Stranraer | 7 | — | — | — | — | — | Do. do. | — | — |
| | Cairn Ryan | 6 | — | — | — | — | — | Do. do. | — | — |
| | Ballantrae | 9 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Girvan | 14 | — | — | — | — | — | — | 1 | Do. |
| | Ayr | 11 | — | — | — | — | — | — | 1 | Do. |
| | Troon | 5 | — | — | — | — | — | — | 1 | Do. |
| | Irvine | 6 | — | — | — | — | — | — | 1 | Do. |
| | Ardrossan | 9½ | Rocket Apparatus. | Company. | 1868 | 20 | — | Belts and Lines. | 1 | Do. |
| | Isle of Arran :— | | | | | | | | | |
| | Lamlash | — | — | — | — | — | — | Belts. | — | — |
| | Kildonan | 10 | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Gourock | — | — | — | — | — | — | Belts. | — | — |
| Campbeltown | Campbeltown | — | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Southend | 10 | — | — | — | — | — | — | | Do. |

### IRELAND.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Ballycastle (Antrim.) | Bannmouth | — | — | — | — | — | — | Belts. | — | — |
| | Port Stewart | 3 | — | — | — | — | — | Do. | — | — |
| | Port Rush | 4 | — | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Ballintrae | 4 | — | — | — | — | — | Belts. | — | — |
| | Ballintoy | 9 | — | — | — | — | — | Belts and Lines. | — | — |
| | Ballycastle | 7 | — | — | — | — | — | Do. do. | — | — |
| | Torr Head | 8 | — | — | — | — | — | Belts. | — | — |
| | Cushenden | 6 | — | — | — | — | — | Do. | — | — |
| | Cushendall | 4 | — | — | — | — | — | Do. | — | — |
| Carrickfergus | Carnlough | 10½ | — | — | — | — | — | Belts and Lines. | — | — |
| | Glenarm | 3 | — | — | — | — | — | Do. do. | — | — |
| | Ballygally | 7 | — | — | — | — | — | Belts. | — | — |
| | Larne | 5 | — | — | — | — | — | Belts and Lines. | — | — |
| | Ballylig | 5 | — | — | — | — | — | Belts. | — | — |
| | Brown's Bay | 6 | — | — | — | — | — | Belts and Lines. | — | — |
| | Port Muck | 2 | — | — | — | — | — | Do. do. | — | — |
| | Hillsport | 4 | — | — | — | — | — | Lines. | — | — |
| | Whitehead | 4 | — | — | — | — | — | Belts and Lines. | — | — |
| | Carrickfergus | 5 | — | — | — | — | — | Do. do. | — | — |
| | Whitehouse | 6 | — | — | — | — | — | Do. do. | — | — |
| Donaghadee | Cultra | 9 | — | — | — | — | — | Do. do. | — | — |
| | Clandeboye | 4 | — | — | — | — | — | Do. do. | — | — |
| | Bangor | 5 | — | — | — | — | — | Do. do. | — | — |
| | Groomsport | 2 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Orlock Hill | 1½ | — | — | — | — | — | Do. do. | — | — |
| | Donaghadee | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Millisle | 5 | — | — | — | — | — | Do. do. | — | — |
| | Ballywalter | 4 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Roddens | 1 | — | — | — | — | — | Do. do. | — | — |
| | Burr Point | 4 | — | — | — | — | — | Do. do. | — | — |
| | Cloghy | 5 | — | — | — | — | — | Do. do. | — | — |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. | | | | | Life Belts and Lines. | Life Boats. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Stations. | Brigade or Company. | | | No. of Lives saved by Rocket Apparatus. | | No. of Boats. | Management. |
| | | | | Description. | Year of Formation. | Strength on 30th June 1876. | | | | |
| Strangford | Tara | 6 | — | — | — | — | — | Belts and Lines. | — | — |
| | Portaferry | 4 | — | — | — | — | — | Do. do. | — | — |
| | Strangford | 1 | — | — | — | — | — | Do. do. | — | — |
| | Killard | 4 | — | — | — | — | — | Do. do. | — | — |
| | Gunn's Island | 2½ | — | — | — | — | — | Do. do. | — | — |
| Newcastle | Ardglass | 5 | — | — | — | — | — | Do. do. | — | — |
| | Killough | 3 | — | — | — | — | — | Do. do. | — | — |
| | St. John's Point | 3 | — | — | — | — | — | Do. do. | — | — |
| | Tyrella | 5 | — | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Dundrum | 5 | — | — | — | — | — | Belts and Lines. | — | — |
| | Newcastle | 5 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | William's Harbour | 3 | — | — | — | — | — | Do. do. | — | — |
| | Annalong | 5 | Rocket Apparatus. | Company. | 1866 | 18 | — | Do. do. | — | — |
| | Leestone | 4 | — | — | — | — | — | Do. do. | — | — |
| Carlingford | Cranfield | 5 | — | — | — | — | — | Do. do. | — | — |
| | Killoween | 12 | — | — | — | — | — | Do. do. | — | — |
| | O'Meath | 18 | — | — | — | — | — | Do. do. | — | — |
| | Carlingford | 4 | — | — | — | — | — | Belts. | — | — |
| | Greenore | 4 | — | — | — | — | — | Belts and Lines. | — | — |
| | Giles Quay | 8 | — | — | — | — | — | Do. do. | — | — |
| | Soldier's Point | 10 | — | — | — | — | — | Do. do. | — | — |
| | Black Rock | 4 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Dunany Point | — | — | — | — | — | — | Belts and Lines. | — | — |
| | Clogher Head | 8 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Drogheda | 8 | — | — | — | — | — | Do. do. | 2 | National Lifeboat Institution. |
| Malahide | Laytown | 5 | — | — | — | — | — | Do. do. | — | — |
| | Balbriggan | 5 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Skerries | 4 | Do. | — | — | — | — | Do. do. | 1 | Do. |
| | Rush | 6½ | — | — | — | — | — | Do. do. | — | — |
| | Rogerstown | 2 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Portrane | 1½ | Rocket Apparatus. | — | — | — | — | Belts and Lines. | — | — |
| | Lambay Island | 3 by sea | — | — | — | — | — | Do. do. | — | — |
| | Malahide | 4½ from Portrane. | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Baldoyle | 5 | — | — | — | — | — | Do. do. | — | — |
| Dublin | Howth | 2½ | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Sutton | 3½ | — | — | — | — | — | Do. do. | — | — |
| | Clontarf | 5 | — | — | — | — | — | Do. do. | — | — |
| | Ringsend | 4 | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Kingstown | 7 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | Do. |
| | Dalkey | 3 | — | — | — | — | — | Do. do. | — | — |
| | Bray | 5½ | Rocket Apparatus. | Company. | 1866 | 25 | 7 | Do. do. | — | — |
| | Greystones | 5 | Do. | Do. | 1861 | 23 | — | Do. do. | 1 | National Lifeboat Institution. |
| Arklow | Five Mile Point | 6 | Do. | — | — | — | — | Do. do. | — | — |
| | Wicklow Head | 6 | Do. | Company. | 1865 | 10 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Jack's Hole | 6 | Do. | — | — | — | — | Do. do. | — | — |
| | Mizen Head | 3 | — | — | — | — | — | Do. do. | — | — |
| | Arklow | 9 | Do. | Company. | 1865 | 10 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Kilmichael | 7 | Do. | — | — | — | — | Do. do. | — | — |
| | Ballymoney | 7 | — | — | — | — | — | Do. do. | — | — |
| | Courtown | 4 | Rocket Apparatus. | Company. | 1865 | 10 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Cahore | 8 | Do. | Do. | 1866 | 10 | — | Do. do. | 1 | Do. |
| Wexford | Morris Castle | — | Do. | Do. | 1872 | 16 | 6 | Do. do. | — | — |
| | Curracloe | 12 | Do. | Do. | 1872 | 12 | — | Do. do. | — | — |
| | Wexford (Rosslare Fort). | 14 | Do. | — | — | — | 18 | Do. do. | 2 | National Lifeboat Institution. |
| | Wexford (Rosslare Boarding Station). | 7 | Do. | — | — | — | — | — | — | — |
| | Carnsore | — | Do. | — | — | — | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | Kilmore | 14 | Do. | — | — | — | — | Belts. | — | — |
| | Bar of Lough | 6 | 2 do. | — | — | — | — | Belts and Lines. | — | — |
| | Bannow | 5 | — | — | — | — | — | — | — | — |
| Waterford | Fethard | 4 | Rocket Apparatus. | Company. | 1865 | 20 | — | Belts and Lines. | — | — |
| | Duncannon | 8 | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| | Arthurstown | 2½ | — | — | — | — | — | Do. do. | — | — |
| | Dunmore | 8 | — | — | — | — | — | Do. do. | — | — |
| | Ballymacaw | 4 | Rocket Apparatus. | Company. | 1874 | 22 | — | Do. do. | — | — |
| | Tramore | 9 | Do. | Do. | 1868 | 16 | — | Belts. | 1 | National Lifeboat Institution. |
| | Bonmahon | 11 | Do. | Do. | 1869 | 11 | — | Belts and Lines | — | — |
| Youghal | Ballynacourty | 6 | — | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |
| | Helvick Head | 13 | — | — | — | — | — | Belts and Lines. | — | — |
| | Ardmore | 14 | Rocket Apparatus. | Company. | 1874 | 20 | — | Belts. | 1 | National Lifeboat Institution. |
| | Youghal | 12 | Do. | Do. | 1875 | 20 | — | Do. | 1 | Do. |
| | Knockadoon | 12 | — | — | — | — | — | Belts and Lines. | — | — |
| Queenstown | Ballycotton | 7 | Rocket Apparatus. | Company. | 1868 | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Ballycrooneen | 8 | Do. | — | — | — | — | Do. do. | — | — |
| | Poor Head | 6 | Do. | — | — | — | — | Do. do. | — | — |
| | Queenstown | 18½ | — | — | — | — | — | Belts. | 1 | National Lifeboat Institution. |

**Table 52—*continued.***

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | Life Belts and Lines. | Life Boats. No. of Boats. | Life Boats. Management. |
|---|---|---|---|---|---|---|---|---|---|---|
| Kinsale | Robert's Cove | 8 | Rocket Apparatus. | Company. | 1866 | 13 | — | Belts and Lines. | — | — |
| | Oyster Haven | 10 | Do. | Do. | 1866 | 19 | — | Do. do. | — | — |
| | Upper Cove | — | — | — | — | — | — | Do. do. | — | — |
| | Old Head | — | Rocket Apparatus. | Company. | 1865 | 15 | — | Do. do. | — | — |
| | Courtmacsherry | — | Do. | Do. | 1869 | 25 | — | Do. do. | 1 | National Lifeboat Institution. |
| | Barry's Cove | 6 | Do. | Do. | 1865 | 22 | — | Do. do. | — | — |
| | Dirk Cove | 19 | Do. | Do. | 1868 | 21 | — | Belts. | — | — |
| Skibbereen | Castle Freyke | 4 | Do. | Do. | 1867 | 25 | — | — | — | — |
| | Mill Cove | 6 | Do. | Do. | 1867 | 25 | — | — | — | — |
| | Union Hall | 7 | — | — | — | — | — | Belts and Lines. | — | — |
| | Castletownsend | 4 | Rocket Apparatus. | — | — | — | — | Belts. | — | — |
| | Barlogue | 7 | — | — | — | — | — | Do. | — | — |
| | Baltimore | 5 | Rocket Apparatus. | Company. | 1866 | 16 | — | Belts and Lines. | — | — |
| | Schull | 24 | — | — | — | — | — | Do. do. | — | — |
| | Crookhaven | 12 | Rocket Apparatus. | Company. | 1866 | 8 | — | Belts. | — | — |
| Castletown | Lawrence's Cove | — | — | — | — | — | — | Do. | — | — |
| | Castletown | 6 | — | — | — | — | — | Do. | — | — |
| | Cahirmore | 10 | — | — | — | — | — | Belts and Lines. | — | — |
| | Ballycrovane | 19 | — | — | — | — | — | Belts. | — | — |
| Killarney | Lackeen Point | — | — | — | — | — | — | Belts and Lines. | — | — |
| | Waterville | 32 | — | — | — | — | — | Do. do. | — | — |
| | Ballinskelligs | 11 | — | — | — | — | — | Do. do. | — | — |
| | Port Magee | 11 | — | — | — | — | — | Do. do. | — | — |
| | Knightstown (Valentia). | 5 | Rocket Apparatus. | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Cahirciveen | 4 | — | — | — | — | — | Do. do. | — | — |
| | Kells | 10 | — | — | — | — | — | Do. do. | — | — |
| | Cromane Point | 18 | — | — | — | — | — | Do. do. | — | — |
| | Minnard | 14 | — | — | — | — | — | Do. do. | — | — |
| | Dingle | 10 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Ventry | 7 | — | — | — | — | — | Do. do. | — | — |
| | Ballydavid | 10 | — | — | — | — | — | Do. do. | — | — |
| Ballyheigue | Barrow | 50 | — | — | — | — | — | Do. do. | — | — |
| | Ballyheigue | 15 | — | — | — | — | — | Do. do. | — | — |
| | Cashen | 15 | — | — | — | — | — | Do. do. | — | — |
| | Tarbert | 18 | — | — | — | — | — | Do. do. | — | — |
| Seafield | Cappah | 10 | — | — | — | — | — | Do. do. | — | — |
| | Kilcredane | 18 | — | — | — | — | — | Do. do. | — | — |
| | Kilkee | 9 | — | — | — | — | — | Do. do. | — | — |
| | Seafield | 16 | — | — | — | — | — | Do. do. | — | — |
| | Liscannon | 17 | — | — | — | — | — | Do. do. | — | — |
| Galway | North Arran | — | — | — | — | — | — | Do. do. | — | — |
| | South Arran | — | — | — | — | — | — | Do. do. | — | — |
| | Ballyvaughan | — | — | — | — | — | — | Do. do. | — | — |
| | Barna | 38 | — | — | — | — | — | Do. do. | — | — |
| | Spiddal | 8 | — | — | — | — | — | Do. do. | — | — |
| | Costello Bay | 12 | — | — | — | — | — | Do. do. | — | — |
| Clifden | Roundstone | — | — | — | — | — | — | Do. do. | — | — |
| | Bunowen | — | — | — | — | — | — | Do. do. | — | — |
| | Bayleck | — | — | — | — | — | — | Do. do. | — | — |
| | Cleggan | — | — | — | — | — | — | Do. do. | — | — |
| | Ballinakill | — | — | — | — | — | — | Do. do. | — | — |
| | Tully Inneslyre | — | — | — | — | — | — | Do. do. | — | — |
| | Pigeon Point | — | — | — | — | — | — | Do. do. | — | — |
| Keel | Keel | — | — | — | — | — | — | Do. do. | — | — |
| | Doogort | 5 | — | — | — | — | — | Do. do. | — | — |
| | Bullsmouth | 10 | — | — | — | — | — | Belts. | — | — |
| | Achill Beg | 15 | — | — | — | — | — | Belts and Lines. | — | — |
| Belmullet | — | — | No Apparatus. | | | | | | | |
| Ballycastle (Killala). | Ballycastle | — | — | — | — | — | — | Do. do. | — | — |
| | Kilcummin | 9 | — | — | — | — | — | Do. do. | — | — |
| | Ross | 8 | — | — | — | — | — | Do. do. | — | — |
| Pullendiva | Inniscrone | — | — | — | — | — | — | Do. do. | — | — |
| | Pullocheney | 6 | — | — | — | — | — | Do. do. | — | — |
| | Pullendiva | 10 | — | — | — | — | — | Do. do. | — | — |
| | Derkmore | 10 | — | — | — | — | — | Do. do. | — | — |
| Sligo | Ropes Point | — | — | — | — | — | — | Do. do. | — | — |
| | Rackly | 15 | — | — | — | — | — | Do. do. | — | — |
| | Mullaghmore | 15 | — | — | — | — | — | Do. do. | — | — |
| | Ballyshannon | 14 | — | — | — | — | — | Do. do. | — | — |
| Killybegs | Dooran | 14 | — | — | — | — | — | Do. do. | — | — |
| | Tribane | 13 | — | — | — | — | — | Do. do. | — | — |
| | Killybegs | 7 | Rocket Apparatus. | — | — | — | — | Do. do. | — | — |
| | Teelin | 18 | — | — | — | — | — | Do. do. | — | — |
| | Malinmore | 12 | — | — | — | — | — | Do. do. | — | — |
| | Lochrus | 22 | — | — | — | — | — | Do. do. | — | — |
| | Portnoo | 10 | Rocket Apparatus. | Company. | 1861 | 22 | — | Do. do. | — | — |
| Dunfanaghy | Crowie | — | — | — | — | — | — | Belts. | — | — |
| | Burton Port | 10 | — | — | — | — | — | Do. | — | — |
| | Rutland | 1 | — | — | — | — | — | Belts and Lines. | — | — |
| | Arranmore | 2 | — | — | — | — | — | Belts. | — | — |
| | Cruit | 4 | — | — | — | — | — | Do. | — | — |
| | Gweedore | 4 | — | — | — | — | — | Belts and Lines. | — | — |
| | Curran's Port | 9 | — | — | — | — | — | Do. do. | — | — |
| | Inishbofin | 6 | — | — | — | — | — | Do. do. | — | — |
| | Sheephaven | 8 | — | — | — | — | — | Do. do. | — | — |
| | Mulroy | 5 | — | — | — | — | — | Do. do. | — | — |
| | Knockallow | 8 | — | — | — | — | — | Do. do. | — | — |
| | Rathmullen | 14 | — | — | — | — | — | Belts. | — | — |
| Moville | Buncrana | — | — | — | — | — | — | Do. | — | — |
| | Malin Head | 28 | — | — | — | — | — | Belts and Lines. | — | — |
| | Culdaff | 11 | — | — | — | — | — | Belts. | — | — |
| | Port Kinnagoe | 9 | — | — | — | — | — | Belts and Lines. | — | — |
| | Greencastle | 6½ | — | — | — | — | — | Do. do. | 1 | National Lifeboat Institution. |
| | Moville | 3½ | — | — | — | — | — | Belts. | — | — |

## Table 52—*continued.*

| Name of Coastguard Division or Receiver's District. | Name of Station. | Distance in Miles from the preceding Station. | Rocket Apparatus. Stations. | Brigade or Company. Description. | Year of Formation. | Strength on 30th June 1876. | No. of Lives saved by Rocket Apparatus. | Life Belts and Lines. | Life Boats. No. of Boats. | Life Boats. Management. |
|---|---|---|---|---|---|---|---|---|---|---|
| **ISLANDS.** | | | | | | | | | | |
| Scilly | St. Mary's | — | Rocket Apparatus. | Company. | 1874 | 13 | — | Belts and Lines. | 1 | National Lifeboat Institution. |
| | St. Agnes | — | — | — | — | — | — | Do. do. | — | — |
| | Tresco | — | Rocket Apparatus. | Company. | 1874 | 15 | — | — | — | — |
| | St. Martin's | — | — | — | — | — | — | Belts and Lines. | — | — |
| Liverpool | Isle of Man: Peel | — | Rocket Apparatus. | Company. | 1867 | 25 | — | — | — | — |
| | Ramsey | 17 | Do. | Do. | 1869 | 29 | — | — | 1 | National Lifeboat Institution. |
| | Douglas | 17 | Do. | Do. | 1867 | 30 | — | — | 2 | Do. |
| | Castletown | 10 | Do. | Do. | 1869 | 30 | — | — | 1 | Do. |
| Jersey | St. Helier | — | — | — | — | — | — | — | 1 | Local authorities. |
| Guernsey | St. Sampson's | — | — | — | — | — | — | — | 1 | National Lifeboat Institution. |
| Alderney | St. Ann's | — | — | — | — | — | — | — | 1 | Do. |
| Hull | Heligoland: Heligoland | — | Rocket Apparatus. | — | — | — | — | — | — | — |
| | Sandy Island | — | Do. | — | — | — | 3 | — | — | — |

## SUMMARY.

No. of Places supplied with

| — | Rocket Apparatus. 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | Jan. to June 1873. | 1873-4. | 1874-5. | 1875-6. | Belts and Lines. 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | Jan. to June 1873. | 1873-4. | 1874-5. | 1875-6. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| England and Wales. | 140 | 157 | 156 | 167 | 166 | 167 | 167 | 166 | 169 | 177 | 182 | 185 | 187 | 188 | 187 | 191 | 194 | 194 | 184 | 186 | 226 | 327 | 339 | 323 | 336 | 318 | 318 | 304 | 311 | 312 | 309 | 322 | 328 |
| Scotland | 24 | 22 | 23 | 25 | 28 | 29 | 29 | 32 | 33 | 36 | 40 | 41 | 42 | 43 | 41 | 38 | 38 | 40 | 38 | 39 | 37 | 43 | 47 | 38 | 40 | 40 | 33 | 30 | 31 | 39 | 38 | 36 | 41 |
| Ireland | 34 | 37 | 37 | 41 | 41 | 42 | 43 | 44 | 46 | 48 | 48 | 49 | 49 | 49 | 49 | 49 | 50 | 49 | 48 | 49 | 137 | 181 | 192 | 185 | 201 | 199 | 196 | 169 | 166 | 185 | 184 | 190 | 192 |
| Isle of Man | — | — | — | — | — | — | — | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | — | — | — | — | — | — | — |
| Heligoland | — | — | — | — | — | — | — | — | — | — | — | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 198 | 216 | 216 | 233 | 235 | 238 | 239 | 243 | 249 | 265 | 274 | 281 | 284 | 286 | 283 | 284 | 288 | 289 | 276 | 280 | 402 | 553 | 581 | 548 | 579 | 559 | 547 | 503 | 508 | 537 | 531 | 548 | 561 |

No. of Lifeboats.

| — | 1855. | 1856. | 1857. | 1858. | 1859. | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. | 1866. | 1867. | 1868. | 1869. | 1870. | 1871. | 1872. | Jan. to June 1873. | 1873-4. | 1874-5. | 1875-6. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| England and Wales. | | | | | | | | | | | | | | | | | | | | 197 | 201 | 203 |
| Scotland | | | | | | | | | | | | | | | | | | | | 33 | 34 | 34 |
| Ireland | 127 | 124 | 141 | 149 | 158 | 173 | 179 | 179 | 178 | 186 | 192 | 207 | 222 | 228 | 254 | 257 | 261 | 261 | 263 | 30 | 31 | 32 |
| Isle of Man | | | | | | | | | | | | | | | | | | | | 4 | 4 | 4 |
| Channel Islands. | | | | | | | | | | | | | | | | | | | | 3 | 3 | 3 |
| Heligoland | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 127 | 124 | 141 | 149 | 158 | 173 | 179 | 179 | 178 | 186 | 192 | 207 | 222 | 228 | 254 | 257 | 261 | 261 | 263 | 267 | 273 | 276 |

No. of Lives saved by Rocket Apparatus.

| — | 1870. | 1871. | 1872. | Jan. to June 1873. | 1873-4. | 1874-5. | 1875-6. |
|---|---|---|---|---|---|---|---|
| England and Wales. | 85 | 135 | 174 | 82 | 42 | 174 | 146 |
| Scotland | — | 10 | 14 | — | 18 | 18 | 40 |
| Ireland | 19 | 39 | 38 | 6 | 68 | 6 | 31 |
| Isle of Man | 2 | — | 4 | — | — | — | — |
| Channel Islands. | — | — | — | — | — | — | — |
| Heligoland | — | — | — | — | — | — | 3 |
| Total | 106 | 184 | 230 | 88 | 128 | 198 | 220 |

No of lifeboats under the management of the National Lifeboat Institution - - - - 250
No. of lifeboats under other management, six of which are subsidized by the Board of Trade - - - 26
Total - - 276

## TABLE 53.—LIST and PARTICULARS of the OCCASIONS during the Year ended 30th June 1876 on which the LIFE-SAVING APPARATUS was INSTRUMENTAL in SAVING LIFE.

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives saved. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | |
| 14 July | Rosslare, Coastguard Station. | 14 | 5 | "New Zealand," Haysland, Rosslare. | 8 | — | *Wind at force 9. Weather thick, with rain. Time, 12.0 p.m. |
| 15 July | Rosslare, Coastguard Station. | 14 | 5 | "Charley," Haysland, Rosslare. | 5 | — | *Wind at force 9. Weather thick, with rain. Time, 6 a.m. |
| 30 July | Banff - - | 4 | 20 | "Maria," 300 yards W., Macduff Harbour. | 5 | — | Wind at force 7. Weather showery. Time, 10.20 a.m. There was a slight delay in working the apparatus, owing to ignorance of crew of mode of using lines. |
| 7 & 8 Oct. | Sandy Island (Heligoland). | 6 | 19 | "Catharina," South point of Sandy Island. | 3 | 1 | Wind at force 8. Weather cloudy, with rain. Time, 12.30 a.m. The rocket party crossed over, at great risk, from Heligoland to Sandy Island in a boat, and had to work the apparatus up to their waists in water. The service was creditable to all concerned, but especially so to Mr. Wheaton, chief officer of coastguard, Mr. Lacey, chief boatman of coastguard, and W. Snuggs, boatman. The Board of Trade awarded a Bronze Medal to Mr. Lacey, and a sum of 1*l.* each to Mr. Wheaton and W. Snuggs (in addition to the usual allowance) as an acknowledgment of their valuable services (*vide* Rewards). |
| 19 Oct. | Tynemouth - - | 4 | Tynemouth Brigade. | "Mystery," Tynemouth Pier. | 5 | — | Wind at force 8. Weather hazy. Time, 12.10 p.m. Communication effected by the heaving stick and line, the vessel having lost her rudder and drifted alongside of the inside of the North Pier. |
| 20 Oct. | St. Andrews - | 4 | Brigade. | "Fantee," St. Andrews Bay | *8 | — | Wind at force 9, with rain. Time, 6.50 p.m. |
| 22 Oct. | Rattray Head - | 5 | About 125, including 25 volunteers and assistants. | "Hyack," 4 miles south of Rattray Head. | 10 | — | Wind at force 10, with rain. Time, 8 a.m. Great difficulty experienced in effecting communication owing to heavy sea, but it was at length effected by a rocket from the Peterhead apparatus, and the crew, 10 in number, were all saved. |
| | Peterhead - - | 5 | 25 | | | | |
| 23 Oct. | Collieston - - | 5 | 20 | "Olga" north side of Ythan mouth. | 9 | — | Wind at force 8 or 9. Weather thick, with drizzle. Time, 10.30. The Collieston rocket party in charge of Andrew Laing was the first to arrive at the wreck, and succeeded, after great difficulty (owing to defective apparatus), in effecting a communication and saving three of the crew, when the hawser got fouled with a piece of wreck. This was cleared away by three of the rocket party, who went out to the vessel along the hawser at the risk of their lives, and another man was landed, when the whip broke. Fortunately some men from the Bridge of Don Station then arrived with a new whip, and the rest were saved (*vide* Rewards). |
| | Bridge of Don - | 5 | 13 | | | | |
| 23 Oct. | N. Yarmouth - | 12 | 16 | "Saucy Jack," N. Yarmouth. | 1 | — | Wind at force 7 to 8. Weather squally. Time, 6.55. Communication effected, and one man landed. The rest were saved by the lifeboat. |
| 23 Oct. | Lossiemouth - - | 6 | 11 | "Mediateur," 4 miles E. of Lossiemouth. | 5 | — | Wind at force 6. Weather very thick and hazy. Time, 8.30 a.m. |
| 23 Oct. | Kessingland - | 10 | 25 | "Regina," Kessingland Cliff. | 7 | — | Wind at force 8. Squally, with rain. Time, 7.30. |
| 3 Nov. | Ulrome - - - | 4 | 10 | "Derwentwater," Gibson's Gap. | 6 | — | Wind at force 8. Weather thick, with rain. Time, 6.15 a.m. |
| 14 Nov. | Sunderland South Pier. | 8 | 25 | "Yole," Hendon Beach - | 15 | — | Wind at force 10. Weather stormy, with heavy rain. Time, 10.45 a.m. The lifeboat was launched, but was driven on shore and stove in. The rocket party had to work the apparatus up to the middle in water under the cliff, at the risk of their lives, from the heavy sea, and pieces of wreck washing about. They were ably assisted by one of the persons saved, "Carlo Hanser," the pilot of the vessel. He appears to have been the only man on board who understood the working of the apparatus. |
| 14 Nov. | Portreath - - | 4 | 22 | "Caroline Beeson," Portreath Beach. | 8 | — | Wind at force 11. Weather squally and very thick rain. Time, 8.20 a.m. The apparatus was very promptly and efficiently handled, communication being effected by first rocket, and eight persons landed in 50 minutes from the time of leaving the rocket station, ¾ of a mile from the wreck. |

* The Service in these two cases was continuous and lasted from 11.30 p.m. of the 14th July to 12 a.m. of the day following.

Table 53. List and Particulars of the Occasions during the Year ended 30th June 1876 on which the Life-Saving Apparatus was instrumental in saving Life—*continued.*

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives saved. | No. of Lives lost | Particulars of the Service. |
|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | |
| 14 Nov. | Rosslare | 6 | 16 | "Pilot," Ballygarry | 5 | — | Wind at force 8. Weather cloudy, Time, 1.50 p.m. |
| 14 Nov. | Clovelly | 7 | 7 | The "Sisters," Clovelly | 5 | — | Wind at force 10. Weather squally with rain. Time, 3.15 p.m. Communication was effected by the heaving cane and line, before the rocket apparatus, which is kept on the top of the cliff, could be got down to the beach, and by means of the whip and a life belt (not breeches buoy) the crew were landed in 20 minutes. |
| 19 Nov. | Buckie | 4 | 16 | "Town of Liverpool," Strath Lines. | 3 | — | Wind at force 9. Weather showery. Time, 3.15 p.m. Communication effected by Edward Hayes, a coastguards-man, hauling himself on board the wrecked vessel by means of a rope thrown from the same, and taking block and endless whip with him. |
| 19 Nov. | Cley | 2 | 25 | "Elizabeth," Salthouse Beach. | 1 | 5 | Wind at force 10. Weather squally. Time, 12.30 a.m. The rocket party reached the wreck with great difficulty, owing to the marshes being flooded. The crew took to the rigging after one was saved, and when the mast went by the board it carried away the rest. |
| 19 Nov. | Kessingland | 9 | 21 | "Cosmopolite," Kessingland. | 6 | — | Wind at force 9. Weather squally. Time, 12 p.m. Communication effected, and six persons landed in an hour and a quarter from the time of departure from rocket station, 1 mile from the wreck. |
| 19 Nov. | Corton | 4 | 23 | "Agatha," Corton | 5 | — | Wind at force 8 to 9. Weather squally. Time, 9 p.m. After landing the crew of the "Agatha," the rocket party proceeded to the assistance of the "Caroline Brown" and the "Alert." |
| 19 Nov. | Corton | 5 | 23 | "Alert," Corton | 2 | — | Wind at force 8 to 9. Weather squally. Time, 12 p.m. Only two of the crew availed themselves of the apparatus. The rest remained on board until low water. |
| 20 Nov. | Lowestoft | 9 | 20 | "Tamerlane," Lowestoft South Beach. | 6 | — | Wind at force 8 to 9. Weather squally. Time, 12.15 a.m. Communication effected with second rocket, and crew of six men landed in an hour and ten minutes from time of leaving rocket station, situate $\frac{3}{4}$ of a mile from the wreck. |
| 22 Nov. | Lowestoft | 11 | 24 | "Musselburgh," Lowestoft | 11 | — | Wind at force 6 to 7. Weather squally. Time, midnight. Communication effected with first rocket, and the whole of the crew landed safely through a heavy sea. |
| 29 Nov. | No. 2 Battery (Dungeness). | 9 | 40 | "Livingstone," on No. 2 Battery Station. | 8 | — | Wind at force 9. Weather thick and overcast. Time, 10 p.m. This was a difficult service, owing to the force of the wind and sea and the extreme cold, and communication could not be effected for a considerable time, because the masts had been cut away. |
| 2 Dec. | Kessingland | 10 | 22 | "Tantivy," under High Cliff, Kessingland. | 7 | — | Wind at force 7. Weather thick snow. Time, 4 a.m. |
| 5 Dec. | Winterton | 7 | 25 | "X.L.," North Beach | 2 | 2 | Wind at force 8. Weather squally, with snow. Time, 12.0 a.m. Two lives saved by means of the whip and breeches buoy. The hawser was not used, the crew being too much exhausted to haul it on board. A boy and a seaman were lost, the former being too weak to get into the breeches buoy, and the latter having been washed into the hold in attempting to get to the buoy. |
| 6 Dec. | Orford Haven | 7 | 11 | "Virgin," Orford Haven Harbour. | 5 | — | Wind at force 8. Weather thick, with snow. Time, 8.15 p.m. Communication was effected by means of a line from the ship, to which the whip and breeches buoy were attached and sent off, and the crew landed in safety. |
| 23 Jan. | Dungeness | 19 | 3 | "Sophia Joakim" | 1 | — | Wind at force 6. Weather hazy. Time, 11 p.m. Communication effected by first rocket, and one man landed in breeches buoy. Rest of crew remained on board till the tide fell, when rocket party took them off in a boat. |

Table 53. List and Particulars of the Occasions during the Year ended 30th June 1876 on which the Life-Saving Apparatus was instrumental in saving Life—*continued.*

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives saved. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|---|
| 1876. 30 Jan. | Bray - - - | 6 | 25 | "Ann Griffiths," Killiney Bay, co. Dublin. | 7 | - | Wind at force 7. Thick rain and dark. Time, 5.30 a.m. The apparatus had to be carried by the men along the railway a distance of nearly two miles, and then down an embankment to the wreck. Communication was effected with the first rocket, and the crew, seven in number, landed in less than an hour from the time the apparatus arrived. |
| 1 Mar. | St. Catherine's Point | 9 | 12 | "Glenaray," Blackgang Chine. | 15 | — | Wind at force 5. Verry foggy. Time, 1.15 p.m. The apparatus was, with great difficulty and danger, carried down to the beach on the men's shoulders. Communication was effected at the first shot, and 15 of the crew landed by means of the whip and breeches buoy, as the hawser could not be carried down the cliff. One of the men saved (an old man nearly 70 years of age) died from exposure some time after he was landed.* |
| 7 Mar. | Trebetherick - | 8 Also part of crews from Stepper Point and Cregmeer Stations. | 25 | "Camelford," Trebetherick Rocks. | 6 | 1 | Wind at force 7. Cloudy. Time, 9.45 p.m. The apparatus had to be carried down the cliff and about 600 yards across the rocks. Owing to the distance from the wreck, and the vessel being end on, communication was not effected until eight rockets had been fired, when seven of the crew were saved by the apparatus; but one, a heavy and nervous man and weakened by long exposure, fell, whilst attempting to get into the breeches buoy, and was lost. The rocket party, owing to the rise of the tide, had to effect their escape by means of ropes thrown over the cliff. |
| 14 Apr. | Sherringham - | 5 | 25 | "Peru," Runton - - | 10 | — | Wind at force 8. Weather thick, with snow; squally. Time, 1.45 a.m. Communication was effected with the first rocket. |
| 14 June | Morris Castle - | 5 | 14 | "Rapid," quarter of a mile north of station. | 6, of whom two were passengers. | — | Wind at force 9. Weather very wet. Time, midnight. First rocket was fired across the vessel, but the crew dared not venture aloft to secure it, owing to the rolling of the vessel; a second rocket was then fired over the forecastle, and communication effected, and six men landed by the apparatus. |

Table 54.—LIST and PARTICULARS of the OCCASIONS during the year ended 30th June 1876 on which the LIFE-SAVING APPARATUS was taken out on Service and LIFE was SAVED by the ROCKET PARTY, but by MEANS other than the APPARATUS.

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives saved. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|---|
| 1875. 31 Aug. | Banff - | — | 20 | "Freedom of Buckie," West of Cullen Harbour. | 2 | — | Wind at force 7. Weather dry. Time, 7 a.m. The vessel (a smack) was in ballast, and drifted close up. Communication was effected by heaving cane and line, and crew drawn ashore in a small boat. |
| 21 Oct. | Johnshaven - | 5 | 24 | "Mercur," ½ mile west of Gourdon. | 6 | — | Wind at force 8. Misty, with rain, very dark. Time, 6.40 p.m. Crew made use of rocket lines to haul their boat through the surf. |
| 21 Oct. | Newton - - | 4 | 25 | "Ulrich von Hutten," Newton. | 9 | — | Wind at force 7. Weather overcast, hazy. Time, 9 p.m. Vessel too far out for apparatus to be of service. Crew saved in fishermen's boats, with the assistance of two of rocket party. |

* At a Board of Trade inquiry held at Newport on the 10th and 11th March 1876, Mr. Herod, the chief officer, was complimented on the way in which the apparatus had been worked on this occasion.

Table 54. List and Particulars of the Occasions during the Year ended 30th June 1876 on which the Life-Saving Apparatus was taken out on Service and Life was saved by the Rocket Party, &c.—*continued.*

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives saved. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|---|
| 1875. | | | | | | | |
| 14 Nov. | Ulrome Detachment Bridlington Quay | 4 | 18 | "Marie Jeanne," Barnestone. | 3 | 2 | Wind at force 9 to 10, with heavy rain squalls. Time, 8 p.m. Communication effected by rocket, but crew evidently did not understand its use, the mate having made one of the rocket lines fast round his waist. When drawn on shore he was found to be dead. Three of the crew were rescued by the coastguard, and others, who waded through the surf when the tide receded. |
| | | 6 | 6 | | | | |
| 19 Nov. | Caistor | 6 | 33 | "Wild Wave," 600 yards north of station. | 4 | 1 | Wind at force 10, with heavy squalls. Time, 11.30 p.m. Rockets were thrown over the vessel, but owing to the exhausted state of the crew, and the force of the wind, with the sea making a clean breach over the vessel, they were unable to haul the line and whip on board. The coastguard and beachmen, with life belts and lines, waded through the sea, and took off four men. The master was drowned by the carrying away of the masts and the breaking up of the vessel. A boy died after being landed. |
| 19 Nov. | Eyemouth | 2 | 13 | "Progress" and "Heroine," fishing boats outside pierhead of Eyemouth Harbour. | All saved. | — | Wind at force 10. Squally. Time, 2.30 p.m.<br>These two boats were swamped attempting to enter the harbour. The crew of the "Progress" were saved by shore boats. Communication with the "Heroine" was effected by means of the heaving stick and line, and the vessel was hauled afloat and inside the pier. |
| 5 Dec. | Orford Haven | 7 | 11 | "Celerity," on the outer Knole at Orford Haven Harbour. | 4 | — | Wind at force 7. Thick, with snow. Time, 8 p.m. Communication by rocket effected, but crew were too much exhausted to haul whip on board, and sent a hawser ashore by the rocket line. The hawser was made fast on shore, and the rocket party remained by the wreck all night exposed to the violence of the weather, and in the morning succeeded, with the assistance of the hawser, in getting a boat to the vessel, and taking the crew from the jibboom. |
| 21 Dec. | Brighton | 13 | — | "Mystery," Brighton Beach. | 4 | — | Wind at force 9. Weather thick, with rain. Time, 9.30 a.m. The crew were saved by the coastguard with life belts and lines. |
| 21 Dec. | Lydd | 18<br>This number includes 10 men from Galloway's and Jury's Gap Stations. | — | "Syne Jacobs," 200 yards west of station. | 8 | — | Wind at force 7. Weather hazy. Time, 7.30. A rocket line was thrown over the vessel, but the crew do not appear to have understood the use of the apparatus. The rocket line got entangled in the ship's rigging, and having been hauled taut, the coastguard succeeded with its assistance, in getting a line from the vessel, by means of which and the ship's boat, the crew of six men and two passengers, a woman and child, were saved. |
| 1876. | | | | | | | |
| 1 Jan. | Sandsend | 1 | 15 | "Fowler," Sandsend Wake. | 3 | — | Wind at force 6. Stormy Time, 10 p.m. Apparatus not required as the vessel came in close to the shore. The crew, three in number, were saved by the rocket party by means of ropes from the vessel. |
| 13 Jan. | Orford Haven | 6 | 19 | "Friends," East Lane Point. | 5 | — | Wind at force 6. Weather overcast. Time, 9.15 p.m. Apparatus not required, a grapnel with line attached having been thrown to the jibboom, and a hawser got on shore from the vessel, by means of which, with the aid of the rocket party, the crew, five in number, came safely ashore. |
| 19 Jan. | Newhaven | 9 | 21 | "Louise," about 200 yards east of Newhaven Harbour. | 1 | — | Wind at force 6. Weather misty, with rain. Communication effected by Newhaven rocket party, but crew did not avail themselves of it. A boy jumped overboard and was rescued by the rocket party. |
| | Blatchington | 10 | — | | | | |

Table 54. List and Particulars of the Occasions during the Year ended 30th June 1876 on which the Life-Saving Apparatus was taken out on Service and Life was saved by the Rocket Party, &c.—*continued.*

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives saved. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|---|
| 1876. 11 Mar. | Bridport - - - | 10 | — | "Thomas and Kate," port Combe, ½ a mile east of Bridport Harbour. | 4 | — | Wind at force 1. Weather hazy. Time, 7.55 p.m. The crew, four in number, were saved by means of the heaving cane and life line, the apparatus not being required. The personal risk and exertion attending this service was, however, considerable as it was high water and the men were in danger of being washed off the rocks into the surf which was running up to the perpendicular cliffs. |
| 11 Apr. | Lossiemouth - - | 3 | 13 | "Romp." entrance of Lossiemouth Harbour. | 4 | — | Wind at force 9. Weather thick, with snowstorms. Time, 5.20 a.m. Apparatus not required, communication being effected by a line thrown from the pier head. |

Table 55. LIST and PARTICULARS of the Occasions during the Year ended 30th June 1876 on which the LIFE-SAVING APPARATUS was taken out on Service and no Life was saved by the Rocket Party.

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|
| 1875. 10 July | Portland - - | 15 | — | Embayed vessels in danger | — | No assistance required. |
| 15 July | Lyme Cobb - | 9 | — | "Amiable Olympe," in danger off Lyme Cobb. | — | No assistance required. |
| 15 July | Rosslare Customs Station. | — | 12 | "Theodore," Ballygarry | — | Crew landed in their own boat. |
| 19 July | Rattray Head - | 4 | 9 | Unknown vessel in danger | — | Vessel towed out to sea by tug steamer. |
| 8 Aug. | Whitby - - | 5 | 35 | "Globe," off Whitby High Lights. | — | Crew had landed in ship's boats before apparatus arrived. |
| 9 Aug. | Staithes - - - | 4 | 18 | "Dee," in danger off Redcliff. | — | Vessel escaped. |
| 30 Aug. | Portland - | 7 | . . | "Florinda," Bill of Portland. | — | Vessel got off and proceeded. |
| 25 Sept. | Carnsore Point - | 7 | 13 | "Paquete de terra Nova," on West Beach. | — | Communication not effected though 11 rockets were fired. Crew saved by lifeboat. |
| 26 Sept. | Trebetherick | 1 | 11 | "Immacolata," Trebetherick Rocks. | — | Crew saved by lifeboat. |
| 27 Sept. | Port Logan - | 2 | 18 | "Despatch," Port Logan Bay. | — | Crew saved by ship's boat. |
| 3 Oct. | St. Margaret's Bay - | 11 | 2 | "Louisa" - - - | — | Communication could not be effected as the vessel was too far off. |
| 11 Oct. | Seaham Harbour - | 7 | 21 | "Rose," 280 yards south of Seaham Harbour. | — | Communication effected, but crew did not understand use of apparatus, and made tailed block fast in such a manner that the whip would not work. Crew walked ashore at low water. |
| 13 Oct. | Scarborough - | 7 | 7 | Fishing boats entering harbour. | — | Vessels assisted into harbour by lifeboat. |
| 14 Oct. | Burnmouth - - | 3 | — | Fishing boats attempting to make harbour. | — | Vessels, warned by rockets, stood off. |
| 14 Oct. | Eyemouth - - | 2 | 8 | Fishing vessels in danger making the harbour. | — | No assistance required. |
| 14 Oct. | Gorleston - - | 3 | 6 | "Meta," at the mouth of harbour. | — | No assistance required. |
| 14 Oct. | Yarmouth - - | 10 | 2 | "Meta" - - - | — | Master accepted services of Gorleston lifeboat. |
| 14 Oct. | Hartlepool - - | 5 | 25 | "Holden," Middleton Sands. | — | Crew landed on West Dock Pier with the assistance of the West Dock fishermen. |
| 16 Oct. | Montrose Detachment | 2 | 17 | "Emelia," making for Montrose. | — | No assistance required. |
| 17 Oct. | Whitby - - | 6 | 17 | "Teazer," Whitby Sands | — | Crew saved by lifeboat. |
| 18 Oct. | Coverack - - | 9 | — | "Brodick Castle," in distress. | — | Vessel escaped. |
| 18 Oct. | St. Andrews - | 3 | Brigade | "Leopold," banks of Tay. | — | Crew taken off by Broughty Ferry lifeboat. |

Table 55. List and Particulars of the Occasions during the Year ended 30th June 1876 on which the Life-Saving Apparatus was taken out on Service and no Life was saved by the Rocket Party, &c.—*continued.*

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|
| 1875. | | | | | | |
| 18 Oct. | Uzon | 5 | 25 | Three vessels making for Montrose in a very heavy sea on the bar. | — | No assistance required. |
| 19 Oct. | Collieston | 5 | 12 | Unknown vessel. | — | No assistance required. |
| 20 Oct. | Seaton Carew | 2 | 15 | "Parthan," Seaton Sand | — | Several rockets fired, but no communication effected, owing to the distance (450 yards). The crew were saved by the Seaton Carew lifeboat. |
| 20 Oct. | Winterton | 5 | 5 | "Young England," Cockle Sands. | 12 | Vessel was beyond range of rocket apparatus. Of the 12 men lost one was washed overboard and 11 were drowned by the capsizing of the ship's boat, in which they were attempting to escape. The remainder of the crew were saved by the Caistor lifeboat. |
| 20 Oct. | Cowden | 1 | 7 | Unknown vessel in distress | — | No assistance required. |
| 20 Oct. | Staithes | 3 | 21 | "Gogstads Minde," Red Cliff. | — | No assistance required. Vessel derelict. |
| 20 & 21 Oct. | Aldbórough | 3 | 13 | "Franciscus," and a schooner unknown. | — | No assistance required. One of the vessels dismasted rode at anchor till the weather moderated, when she was taken in tow by a tug. The other vessel came ashore at East Newton, a derelict. |
| 21 Oct. | Montrose Detachment | 2 | 17 | Unknown vessel in distress. | — | No assistance required. |
| 21 Oct. | Johnshaven | 5 | 24 | Unknown vessel in danger | — | Vessel escaped. |
| 21 Oct. | Stonehaven | 23 | 2 | Unknown vessel in danger | — | Vessel escaped. |
| 21 Oct. | Uzon | 5 | 25 | Unknown vessel embayed | — | Vessel escaped. |
| 21 Oct. | Seaton Carew | 2 | 20 | "Auldreekie," North Gear. | — | Apparatus not used, the vessel being too far from the shore. Crew saved by Seaton lifeboat. |
| 21 Oct. | Muchalls | 3 | 25 | "John Murray," ¼ mile north of Muchalls Station. | 4 | Vessel in danger followed by rocket parties until she struck the rocks, capsized, and disappeared in less than five minutes, with all hands. |
| | Cove Bay | 5 | 10 | | | |
| | Stonehaven | 2 | 25 | | | |
| 22 Oct. | Bridge of Don | 4 | 22 | "Isabella Miller," Aberdeen Bay. | — | Crew landed by lifeboat. |
| 22 Oct. | Peterhead | 4 | 18 | Unknown vessel, Black Hill Quarries. | — | Crew not on board |
| 22 Oct. | Roker | 4 | 25 | "Eaglet," back of North Pier. | — | Communicatiom effected, but crew preferred to stop by the ship till the tide left her. |
| 22 Oct. | Staithes | 5 | 22 | "Cornelia," Hummersea | — | Crew landed by a boat from the shore. |
| 23 Oct. | Roker | 4 | 25 | "Altona," S.S., Roker Rocks. | — | Communication could not be effected as the vessel was too far off. Crew, 14 in number, saved by lifeboat. |
| 23 Oct. | St. Andrews | 4 | Brigade | "Vidar," Aberlach Bank, River Tay. | — | Crew taken off by Broughty Ferry lifeboat. |
| 25 Oct. | Sandlemere | 5 | 2 | Unknown vessel in distress at Garton Garth. | — | Vessel rescued by a steam tug. |
| 30 Oct. | Kilmore | 8 | — | "Mino," Ballyhealy | — | Crew landed before arrival of rocket party. |
| 30 Oct. | Youghal | 8 | 14 | "Gleaner," Clay Castle | 5 | No one on board. The crew were lost by the swamping of their boat whilst attempting to escape to land. |
| 6 Nov. | Stepper Point | 6 | 11 | "Marie Josephine," Doombar Sands. | — | First rocket was fired by Mr. Chapman, a farmer, with the assistance of his labourers, but no communication was effected; and as the Royal National Lifeboat was seen to be approaching, no further effort was made by the rocket party. The crew were taken off by the lifeboat. |
| | Trebetherick | 2 | 14 | | | |
| 13 Nov. | Penzance | 6 | 6 | Unknown vessel in danger | — | Vessel escaped. |
| 14 Nov. | Lydd | 7 | — | Unknown vessel in danger, Lydd Station. | — | Vessel escaped. |
| 14 Nov. | Jury's Gap | 7 | 3 | Unknown ship in danger, Jury's Gap Station. | — | Vessel escaped. |
| 14 Nov. | Boulmer | 1 | 25 | "Jane," Craster | — | Vessel thrown on beam ends and nearly dry upon the rocks, so that the crew, six in number, could jump with safety on shore. |
| | Craster | 5 | 25 | | | |
| | Newton | 4 | 25 | | | |
| 14 Nov. | Goodwick | 5 | 14 | "Eleanor Mary," Goodwick Sand. | — | Communication effected, but crew declined to avail themselves of the apparatus as lifeboat was near at hand. |
| 14 Nov. | Greenway, Saltdean | 11 | — | Unknown vessel, Rottingdean village. | — | No assistance required. Vessel escaped. |
| 14 Nov. | Greenway, Saltdean | 19 | 2 | "Doctor Falck," three miles east of Brighton. | — | No assistance required; the crew remained by the vessel. |

Table 55. List and Particulars of the Occasions during the Year ended 30th June 1876 on which the Life-Saving Apparatus was taken out on Service and no Life was saved by the Rocket Party, &c.—*continued.*

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|
| 1875. | | | | | | |
| 14 Nov. | Brighton - - | 15 | — | Unknown vessel in danger | — | Vessel escaped. |
| 14 Nov. | St. Dogmael's - | 5 | 13 | "Alberta," Quay Bauch Point, Cardigan Bay. | — | Crew escaped by getting from lower yard arm on to rocks with the assistance of people residing near scene of wreck. |
| 14 Nov. | Newport - - | 3 | 20 | "Mary Ann Bond," Cwmraglaes. | — | Crew landed in their own boat before arrival of rocket party. |
| 14 Nov. | Stepper Point - | 5 | 6 | "Ann Beer," off Padstow Harbour. | — | Vessel got safely into harbour. |
| 19 Nov. | Groomsport - | 12 | 7 | "Hope," embayed in Smith Mill Bay. | — | Vessel escaped. |
| 19 Nov. | South Shields - | 4 | Brigade | "Barbazvane," Herd Sands, South Shields. | — | Crew saved by lifeboat. |
| 19 Nov. | Spittal - - | 5 | 14 | Unknown vessel in danger attempting to cross the bar. | — | Vessel escaped. |
| 19 Nov. | St. Dogmael's - | 5 | 16 | "Johanna Antoinette," west side of Cardigan Bar. | — | Communication could not be effected, vessel being too far off. |
| 19 Nov. | Corton - - | 5 | 23 | "Caroline Brown," Corton. | — | Crew had left the vessel before life-saving apparatus arrived. |
| 19 Nov. | Winterton - - | 7 | 6 | Unknown vessel drifting from her anchorage. | — | Vessel was brought up. |
| 20 Nov. | Saltfleet - - | 6 | 10 | "Eliza," Saltfleet - | | Crew saved by a smack. |
| 20 Nov. | Aldborough - - | 3 | 9 | "Rapid," Aldborough - | All hands. | Communication effected. The one man in the rigging made no use of rocket line which was close to him, but went on the foreyard and remained there until he fell into the water and was drowned. |
| | Cowden - - | 1 | 8 | | | |
| 21 Nov. | Douglas - - - | — | 24 | "Francis," Stranraer - | — | Vessel escaped. |
| 24 Nov. | Tenby - - | 5 | 12 | "Abeona" - - - | — | Vessel came ashore attempting to enter the harbour, but got off on the flow of the tide. |
| 30 Nov. | South Shields | 4 | Brigade | "Alice," Herd Sands, South Shields. | — | Vessel towed off by steam tugs on flow of the tide. |
| 1 Dec. | Gorleston - - | 4 | 11 | "Chosen," mouth of harbour. | — | Vessel drove inside on to the beach, and the crew were able to walk on shore. |
| 3 Dec. | Holyhead - - | 7 | 21 | "Gleaner," Soldier's Point | — | No assistance required. |
| 5 Dec. | Montrose - | 2 | 14 | "Lass o'Down," Annett Bank. | — | Crew saved by lifeboat. |
| 5 Dec. | Kettleness - - | 2 | 17 | "Echo," Helmsgrove, about 1¾ miles south of Kettleness. | — | Vessel derelict. |
| 5 Dec. | Palling - - | 6 | 23 | "X. L.," Horsey Beach - | — | No assistance required, as the rocket party from Winterton were already at the wreck. |
| 6 Dec. | Gorleston - - | 4 | 8 | "Three Anns," Gorleston Beach. | — | Crew landed by beachmen before arrival of rocket apparatus. |
| 20 Dec. | Marazion - - | 3 | 19 | "Phœnix," apparently in distress. | — | No assistance required. |
| 21 Dec. | Budehaven - - | 4 | 18 | "Island Belle," near entrance of harbour. | — | Crew saved by lifeboat. |
| 1876. | | | | | | |
| 3 Jan. | Holyhead - | 7 | 25 | "Clifton," Rhosniger Beach. | — | Communication effected, but crew would not use apparatus as the weather was moderating and the tide ebbing. They were subsequently landed in the lifeboat and a shore boat with their clothing, &c. |
| 8 Jan. | Sandlemere - - | 6 | 6 | "Frank," Sandlemere - | — | Crew saved by lifeboat. |
| | Aldborough - - | 2 | 11 | | | |
| 10 Jan. | Black Halls - - | 2 | 9 | "Gratitude," Horden Dene. | | Crew landed in their own boat. |
| 25 Jan. | Newbiggin - - | 3 | 15 | "Gustav," S.S., Cresswell Beach. | — | Crew saved by lifeboat. |
| 30 Jan. | Holyhead - - | 6 | 25 | "Thetis," near Rhoscolyn | — | Crew had landed in a shore boat before the arrival of the rocket party. |
| 31 Jan. | Milk Cove - - | 6 | 24 | Unknown vessel - - | | Rocket party out all night looking for vessel supposed to be in distress, as fog-horns and guns were heard, but she was not seen. |
| 5 Feb. | Coatham - - | 5 | 16 | "Emily," Tod Point - | — | Communication could not be effected as the vessel was too far off. The crew, 17 in number, were saved by the West Hartlepool and Redcar lifeboats. |
| 18 Feb. | Douglas - - | — | 6 | "Lapwing," in danger in Douglas Bay. | — | Vessel got away with assistance of lifeboat. |
| 19 Feb. | Fraserburgh - | 5 | 13 | "Auguste," back of South Quay, Fraserburgh Harbour. | — | Communication effected and whip hauled off, when lifeboat got alongside and took the crew off. |
| 19 Feb. | Buckie - - | 4 | 17 | Unknown vessel in distress. | — | Vessel escaped. |

Table 55. List and Particulars of the Occasions during the Year ended 30th June 1876 on which the Life-Saving Apparatus was taken out on Service and no Life was saved by the Rocket Party, &c.—*continued.*

| Date of Service. | Name of Rocket Apparatus Station. | No. of Coast-guard Men engaged. | No. of other Persons engaged. | Name of Vessel, and Place of Casualty. | No. of Lives lost. | Particulars of the Service. |
|---|---|---|---|---|---|---|
| 1876. | | | | | | |
| 21 Feb. | Dungeness | 24 | — | "Saint Malo," ½ mile west of Dungeness Light. | — | Crew remained on board. |
| 21 Feb. | Birling Gap | 12 (Also part of crew from Beachy Head Detachment.) | — | "Coonatto," Crowlink Gap. | — | No assistance required. Crew walked ashore. |
| 21 Feb. | Peel | | 26 | "Onward," Patrick, Isle of Man. | — | Crew had left the vessel before the rocket party arrived. |
| 26 Feb. | Old Head | 5 | 16 | Unknown vessel in danger in Courtmacsherry Bay. | — | Vessel escaped. |
| 29 Feb. | Holyhead | 5 | 8 | "Ann Catherine," Aberffrew. | — | Crew saved in their own boats. |
| 4 Mar. | Johnshaven | 5 | 24 | "Maria," east end of Johnshaven Village (Brotherton shore). | — | Vessel found to be on fire and run ashore for safety of the crew, who safely landed in their own boat. |
| 7 Mar. | Stepper Point | — | 5 | "Camelford" | — | Vessel too far off for rocket apparatus to be of any service. |
| 8 Mar. | Ballymacaw | 4 | 19 | "Aurora Australis," Lady's Cove, Tramore Bay. | — | Crew landed in their own boat. |
| | Tramore | 4 | 25 | | | |
| 12 Mar. | Tuckton | 9 | — | "William Pitt," Bournemouth. | — | Crew saved by Poole lifeboat and lines from coastguard (Bournemouth station) before arrival of apparatus. |
| 15 Mar. | Stepper Point | 3 | 7 | Unknown vessel in danger from attempting to enter harbour. | — | Vessel escaped. |
| 15 Mar. | Staithes | 4 | 22 | S.S. "Bebside," about 300 yards north of Staithes. | — | Communication effected, but lifeboat coming alongside, the crew elected to use it. |
| 17 Mar. | Staithes | 4 | 21 | "Sefton," south of Staithes Coastguard Station. | — | Crew landed in vessel's own boat. |
| 19 Mar. | Lynmouth | 6 | 13 | "Lizzie Morton," Heddon's mouth. | — | Crew saved by lifeboat. |
| 19 Mar. | St. Ives | 8 | 6 | "Isabel," S.S., Clodgy Point. | — | Crew supposed to have abandoned steamer in boats and perished, four bodies having washed ashore at St. Ives Pier during the day. |
| 28 Mar. | Sandlemere | 6 | — | "Victory," Withernsea | — | No assistance required. |
| 4 Apr. | Holyhead | 6 | 18 | "Hannah Douglas," Penrhosfilo Rocks. | — | Crew landed in ship's boats before the arrival of the apparatus. |
| 11 Apr. | Budleigh-Salterton | 10 | 1 | "Ondine," Otterton Ledge | — | No assistance required, as the vessel was found to be abandoned. |
| 13 Apr. | Sutton | 6 | 15 | "Robert Adamson" | — | Crew walked ashore. |
| 13 Apr. | Weybourne | 4 | 22 | Unknown vessel | Not known | Vessel foundered too far from shore. |
| 14 Apr. | Sutton | 4 | 14 | Unknown vessel in distress. | — | Vessel escaped. |
| 14 Apr. | Cromer | 6 | 15 | "Peru," Woman Eye | — | No assistance required. Crew saved by the Sherringham rocket party. |
| 14 Apr. | Weybourne | 6 | 23 | Unknown vessel in danger | — | Vessel escaped with the assistance of the crew of the Sherringham lifeboat. |
| 24 Apr. | Castletown | — | 29 | Unknown ship in danger in Poolvash Bay. | — | Vessel escaped. |
| 28 Apr. | St. Andrews | 4 | Brigade | "Duncan Dunbar," entrance of St. Andrews Harbour. | — | Crew, three in number, saved by a fishing boat. |
| 18 May | St. Margaret's Bay | 9 | 1 | "Mary Spencer," Walmer Castle. | — | No assistance required. Vessel escaped. |
| | Kingsdown | 8 | — | | | |

## Table 56. Sums paid out of the MERCANTILE MARINE FUND TOWARDS SAVING LIFE FROM SHIPWRECK, showing Payments to Crews of LIFE BOATS, and Rewards and Gratuities to FISHERMEN and others, and Sums paid for the Maintenance of the ROCKET AND MORTAR APPARATUS.

By the 459th section of "The Merchant Shipping Act, 1854," Salvage for Life is paid in priority to all other claims for Salvage, and the Board of Trade are empowered to grant remuneration out of the Mercantile Marine Fund to persons saving Life where such Salvage is insufficient; and by the 418th section of that Act the Board of Trade are also empowered to grant sums for establishing and maintaining Life Boats, with the necessary crews and equipments, on the coasts of the United Kingdom; under the sections quoted, the following sums have been granted by the Board of Trade during the year 1875–6.

| Month. | Payments to Crews of Life Boats for Exercise, and Coxswains' salary. | | Payments to Crews of Life Boats and Rewards to Fishermen and others for Services at Wrecks, &c. | | Payments for providing and maintaining Rocket and Mortar Apparatus. | Total Payments. |
|---|---|---|---|---|---|---|
| | By Board of Trade direct. | By Board of Trade through National Life Boat Institution. | By Board of Trade direct. | By Board of Trade through National Life Boat Institution. | | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| July | 2 0 0 | — | 2 14 0 | — | 443 11 3 | 448 5 3 |
| August | 20 19 3 | — | 9 15 0 | — | 633 10 3 | 664 4 6 |
| September | — | — | 5 0 0 | — | 1,554 13 5 | 1,559 13 5 |
| October | — | — | 20 10 0 | — | 493 6 6 | 513 16 6 |
| November | 10 0 0 | — | 32 0 0 | — | 1,223 8 3 | 1,265 8 3 |
| December | — | — | — | — | 1,651 5 0 | 1,651 5 0 |
| January | — | — | 45 0 0 | — | 705 4 3 | 750 4 3 |
| February | 2 15 5 | — | 5 0 0 | — | 3,634 18 5 | 3,642 13 10 |
| March | 18 0 0 | — | 137 0 0 | — | 1,269 0 7 | 1,424 0 7 |
| April | 18 6 0 | — | 31 13 0 | — | 423 18 2 | 473 17 2 |
| May | 140 6 5 | — | 12 15 0 | — | 1,106 12 3 | 1,259 13 8 |
| June | — | | 4 0 0 | — | 790 10 10 | 794 10 10 |
| Total in 1875–6 | 212 7 1 | — | 305 7 0 | — | 13,929 19 2 | 14,447 13 3 |
| Total in 1855 (Mar. to June) | 4 0 0 | 228 9 4 | 75 4 0 | 186 17 4 | — | 494 10 8 |
| „ 1855–6 | 27 13 0 | 674 0 10 | 209 16 0 | 549 12 4 | — | 1,461 2 2 |
| „ 1856–7 | 42 5 0 | 806 3 0 | 124 5 0 | 435 16 0 | 801 9 2 | 2,209 18 2 |
| „ 1857–8 | 35 0 0 | 942 9 10 | 330 11 7 | 453 11 6 | 3,082 13 7 | 4,844 6 6 |
| „ 1858–9 | 50 17 0 | 1,210 10 0 | 261 13 6 | 656 18 6 | 2,043 19 3 | 4,223 18 3 |
| „ 1859–60 | 107 2 0 | 1,406 0 0 | 637 8 9 | 842 10 0 | 1,666 7 9 | 4,659 8 6 |
| „ 1860–1 | 234 13 0 | 1,581 10 0 | 1,240 18 3 | 1,172 3 1 | 2,816 15 0 | 7,045 19 4 |
| „ 1861–2 | 135 8 0 | 1,850 0 0 | 383 2 6 | 813 8 2 | 2,239 18 4 | 5,421 17 0 |
| „ 1862–3 | 132 13 0 | 1,939 10 0 | 901 17 9 | 870 18 3 | 2,612 7 1 | 6,457 6 1 |
| „ 1863–4 | 122 7 0 | 1,980 0 0 | 703 14 0 | 1,004 2 8 | 3,443 17 10 | 7,254 1 6 |
| „ 1864–5 | 146 9 0 | 2,047 10 0 | 792 4 7 | 1,325 10 6 | 3,899 17 1 | 8,211 11 2 |
| „ 1865–6 | 126 1 0 | 2,214 0 0 | 680 11 7 | 2,267 12 0 | 7,558 18 11 | 12,847 3 6 |
| „ 1866–7 | 118 8 0 | 2,547 0 0 | 420 7 10 | 1,818 3 6 | 10,667 1 0 | 15,571 0 4 |
| „ 1867–8 | 130 2 0 | 2,754 0 0 | 713 19 4 | 2,153 2 5 | 9,380 7 6 | 15,131 11 3 |
| „ 1868–9 | 86 11 0 | 2,500 0 0 | 726 14 9 | — | 9,501 18 9 | 12,815 4 6 |
| „ 1869–70 | 90 10 0 | 1,250 0 0 | 1,019 16 6 | — | 8,181 6 5 | 10,541 12 11 |
| „ 1870–1 | 50 10 0 | — | 436 10 0 | — | 8,773 14 9 | 9,260 14 9 |
| „ 1871–2 | 33 18 6 | — | 384 10 0 | — | 5,374 13 5 | 5,793 1 11 |
| „ 1872–3 | 83 13 6 | — | 524 10 0 | — | 5,984 15 5 | 6,592 18 11 |
| „ 1873–4 | 109 0 0 | — | 214 10 0 | — | 8,450 0 8 | 8,773 10 8 |
| „ 1874–5 | 528 15 3 | — | 297 18 9 | — | 10,183 16 4 | 11,010 10 4 |
| „ 1875–6 | 212 7 1 | — | 305 7 0 | — | 13,929 19 2 | 14,447 13 3 |
| Total | 2,608 3 4 | 25,931 3 0 | 11,385 11 8 | 14,550 6 3 | 120,593 17 5 | 175,069 1 8 |

NOTE.—In addition to the total sums paid as above, further sums were paid by the Board of Trade to the National Life Boat Institution in aid of their funds, as follows :—

| | £ s. d. |
|---|---|
| In 1856 | 961 13 4 |
| In 1857 | 827 15 4 |
| In 1858 | 634 19 8 |
| In 1859, in aid of establishing new Life Boats | 200 0 0 |
| In 1860 ditto | 50 0 0 |
| In 1861 ditto | 50 0 0 |
| In 1862 | 100 0 0 |
| Total | £2,824 8 4 |

## TABLE 57. TELEGRAPHIC WEATHER INTELLIGENCE.

**List of places where the Storm Signals are hoisted on receipt of a Telegram from the Meteorological Office.**

### NORTH.

#### Scotland.—East Coast.

| | | | | |
|---|---|---|---|---|
| Kirkwall. | Portsoy. | Stonehaven. | Anstruther. | Bo'ness. |
| Inverness. | Banff. | Montrose. | St. Monance. | Granton. |
| Nairn. | Fraserburgh. | Broughty Ferry. | Burntisland. | Leith. |
| Burghead. | Peterhead. | St. Andrew's. | Alloa. | Fisherrow. |
| Lossiemouth. | Aberdeen. | Dundee. | Grangemouth. | Dunbar. |
| Buckie. | | | | |

#### Firth of Clyde.

| | | | | |
|---|---|---|---|---|
| Glasgow. | Greenock. | Rothesay. | Campbelton. | Girvan. |

### WEST.

#### England, N.W.

| | | | | |
|---|---|---|---|---|
| Silloth. | Ramsey. | Morecambe. | Runcorn. | Hawarden. |
| Maryport. | Douglas. | Fleetwood. | Southport. | Mostyn. |
| Workington. | Castletown. | Blackpool. | Liverpool. | Bangor. |
| Whitehaven. | Barrow. | Lytham. | Queensferry. | |

#### England, W.

| | | | | |
|---|---|---|---|---|
| Port Penrhyn. | Aberystwith. | Llanelly. | Porthcawl. | Newport. |
| Holyhead. | Milford. | Swansea. | Penarth. | Weston-super-Mare. |
| Carnarvon. | Pembrey. | Briton Ferry. | Cardiff. | Burnham. |
| Port Dinorwic. | | | | |

#### Ireland, E.

| | | |
|---|---|---|
| Belfast. | Howth. | Kingstown. |

#### Ireland, S. and W.

| | | | | |
|---|---|---|---|---|
| New Ross. | Youghal. | Cork. | Tarbert. | Limerick. |
| Dunmore, East. | Queenstown. | Tralee. | Elly Bay. | Galway. |
| Dungarvan. | Passage. | Kilcredane. | | |

### SOUTH.

#### England, S.W.

| | | | | |
|---|---|---|---|---|
| Ilfracombe. | Padstow. | Hayle. | Penzance. | Teignmouth. |
| Barnstaple. | Boscastle. | Pendennis. | Falmouth. | Exeter. |
| Port Isaac. | Newquay. | Scilly. | Plymouth. | Exmouth. |

#### England, S.

| | | | | |
|---|---|---|---|---|
| Guernsey. | Weymouth. | Ventnor. | Brighton. | Rye. |
| St.Helier, } Jersey. | Poole. | Portsmouth. | Newhaven. | Dover. |
| Gorey, } | Cowes. | Littlehampton. | Hastings. | Margate. |

### EAST.

#### England, E.

| | | | | |
|---|---|---|---|---|
| Eyemouth. | Sunderland. | Filey. | Goole. | Sutton Bridge. |
| Berwick-on-Tweed. | Middlesborough. | Withernsea. | Grimsby. | Lynn. |
| Tynemouth. | Redcar. | Hull. | Boston. | Cromer. |
| S. Shields. | Whitby. | | | |

#### England, S.E.

| | | | | |
|---|---|---|---|---|
| Yarmouth. | Ipswich. | Chatham. | Sheerness. | Faversham. |
| Southwold. | Harwich. | | | |

### List of Places supplied with Fishery Barometers.

*Shetland Isles.*—Sandsair, Lerwick. *Orkney Isles.*—Burray, Kirkwall.

*Scotland, east coast.*—Stroma, Staxigoe, Wick, Sarclet, Lybster, Dunbeath, Portmahomack, Cromarty, Avoch, Nairn, Burghead, Portessie, Port Knockie, Portsoy, Whitehills, Gardenstown, Rosehearty, Pitullie, Inverallochy, Findon, Portlethen, Stonehaven, Arbroath, Broughty Ferry, St. Andrews, Crail, Cellardyke, St. Monance, Burntisland, Newhaven.

*England, east coast.*—Berwick, Beadnell, North Shields, South Shields, West Hartlepool, Staithes, Scarborough, Filey, Flamborough, Bridlington Quay, Withernsea, Hull, Lynn, Wells, Gorleston, Harwich Brightlingsea, Wivenhoe, Margate, Deal, Kingsdown, Dover.

*England, south coast.*—Bognor, Portsea, Ryde and Ventnor (2) (Isle of Wight), Gorey (Jersey), Haslar Hospital, Poole, Weymouth, Portland, Budleigh-Salterton, Cawsand, Mevagissey, Gorranhaven, Devoran, Portscath, Penryn, Falmouth, Newlyn, Mousehole.

*England, south-west coast.*—St. Ives, Hayle, Port Isaac, Boscastle, Fremington, Burnham, Highbridge.

*Wales.*—Briton Ferry, Swansea, Milford, Angle, Abersoch.

*England, north-west coast.*—Fleetwood, Morecambe, Maryport.

*Isle of Man.*—Port St. Mary, Peel.

*Scotland, south-west coast.*—Port Patrick, Stranraer.

*Ireland, east coast.*—Cushendall, Belfast, Bangor, Strangford, Ardglass, Carlingford, Greenore, Dundalk, Malahide, Howth, Kingstown (2).

*Ireland, south coast.*—Dungarvan, Kinsale, Crookhaven.

*Ireland, west coast.*—Valencia, Dingle, Tralee, Ballina, Trebane, Killybegs, Teelin, Bunbeg, Burton Port.

*Ireland, north coast.*—Dunfanaghy, Rathmullen, Buncrana, Greencastle, Port Rush.

*Scotland, west coast.*—Campbeltown, Portree (Isle of Skye), Plockton.

*Hebrides.*—Stornoway, Cromore, Babyle, Obb, Ness.

NOTE.—The rewards granted in the case of services rendered at sea and abroad are paid for out of a Parliamentary vote, and where Foreigners are concerned (see Table 56) are determined and given by the Foreign Office and the Board of Trade. The rewards given for services rendered on the Coasts of the United Kingdom are paid for out of the Mercantile Marine Fund, and are determined and given by the Board of Trade.

## Table 58. List of PERSONS, Subjects of GREAT BRITAIN and its Dependencies, to whom REWARDS have been granted by the BRITISH GOVERNMENT, during the Year 1875–6, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c.; showing I. Services rendered at Sea by one Ship to another, or to the Crew of another; II. Services rendered by Fishing Smacks and Salvage Smacks; and III. Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming, or by putting off from Shore; Chronologically arranged according to the Dates of Service.

### I.—Services rendered at Sea by one Ship to another, or the Crew of another.

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| M. Jarvis, J. McGarry, A. McEwin, J. Lindman, Seamen of the S.S. "Pickwick," of N. Shields. | The brigantine "Accra," of Guernsey, was struck by a heavy sea in the Bay of Biscay and disabled. Her crew were rescued, at considerable risk, by the four seamen of the "Pickwick." | Dec. 11, 1874 - | 1*l.* each - - | Public vote. |
| Thomas Williams, Cook of the brigantine "Ida C.," of Hamilton, Bermuda. | In testimony of his gallantry in saving the life of Captain Stevens of the "Ida C.," who during a fit of insanity threw himself overboard in Puerto Plata Harbour. Williams immediately sprang into the water and succeeded in bringing Captain Stevens to the surface, but when both men were being hoisted on deck, they were attacked by a shark, Williams receiving a severe wound, from which he did not recover for nearly three months. | Dec. 30, 1874 - | Board of Trade silver medal. | Public vote. |
| Mr. T. Peters, Second Mate of the ship "Strathmore," of Dundee. | The "Strathmore," of Dundee, was wrecked on Crozet Island in July 1875. Mr. Peters, the Second Mate of the "Strathmore," after the death of the Captain and First Mate, assumed command of the crew and passengers, and by his personal exertions succeeded in rescuing 16 persons from the wreck and landing them on the island. He afterwards showed great courage and self denial in providing for the wants of the castaways, who were subsequently taken off the island by the American ship "Young Phœnix." See also reward to Captain Gifford, of the "Young Phœnix" on page 486. | July 1, 1875 - | Board of Trade silver medal. | Public vote. |
| Captain J. Sargent, of the S.S. "Wilster," of Hartlepool.<br>Henry McLoughlin, Second Mate.<br>Mathew Richardson, Boatswain.<br>William Easson, A.B. -<br>George Bateman, „ - | In appreciation of their gallantry in saving the lives of the Master, Second Mate, and a seaman of the S.S. "Windermere," of London, at Benisaf, Algeria. The persons rescued being unacquainted with the dangerous character of the coast had attempted to land in a boat, which was almost immediately capsized and they were thrown into the sea. Captain Sargent, who had been watching the boat of the "Windermere," and fearing that an accident would occur, had made preparations for launching a boat from his vessel, which, as soon as the casualty happened, was lowered. After about 20 minutes, during which time Captain Sargent and those with him ran the greatest risk of being capsized and drowned, the three men were picked up and safely placed on board the "Wilster." | July 3, 1875 - | Gold watch, value 21*l.*<br>Binocular glass, value 6*l.* 6*s.*<br>3*l.* each. | Public vote. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Captain G. Coalfleet, of the barque "Montreal," of Windsor, Nova Scotia. | For his kindness to the Master and crew of the barque "Smile," of Swansea, whom he rescued from their vessel in Lat. 44° N., Long. 41° W., on September 12th, 1875, and landed at Havre 13 days subsequently. The "Smile" had encountered very heavy weather and become considerably damaged. The Master finding that his vessel began to leak rapidly, determined to abandon her and take refuge in the "Montreal," which had gone alongside the sinking vessel to render assistance. | Sept. 12, 1875 | Telescope, value 5*l.* 15*s.* 6*d.* | Public vote. |
| Captain R. P. Williams, of the S.S. "Denmark," of Liverpool.<br>The Mate of the "Denmark."<br>Men of the "Denmark" who manned the boat. | For rescuing the crew, 27 in number, of the ship "Queen of the Lakes," of Greenock, which was abandoned in Lat. 48° 31′ N., Long. 20° 19′ W. The rescue was attended by considerable difficulty, as the "Denmark's" boat was in great danger of being stove in against the side of the "Queen of the Lakes," owing to the rolling of that vessel. The shipwrecked crew were treated with great kindness on board the "Denmark," and were safely landed at London on December 13th. | Dec. 9, 1875 - | Board of Trade bronze medal to each.<br>2*l.* each.<br>Subsistence, 14*l.* 11*s.* | Public vote. |
| Lieut. Alfred Carpenter, R.N., of H.M.S. "Challenger." | At 10.30 p.m. on the 31st January 1876, while the "Challenger" was at anchor in Stanley Harbour, Falkland Islands, in five fathoms of water, distant a quarter of a mile from the shore, Thomas Bush, an able seaman, fell overboard from the steam pinnace, which was coming alongside, and sank without uttering a cry. The night was dark, the weather very boisterous and raining, there was a short chopping sea (which rendered swimming extremely difficult), and an outsetting current.<br>Lieut. Carpenter, without a moment's hesitation, jumped from the gangway, and swam towards the spot where the man disappeared, which was some 20 feet from the ship, and touched him with his feet under water. He then dived, seized hold of Bush, and brought him to the surface, and supported him from three to five minutes; but Bush being a very heavy man, and encumbered with thick waterproof clothing, and, moreover, being quite insensible, Lieut. Carpenter, as he got exhausted with his exertions, was obliged to let him slip down. He supported him with his legs for a few moments, and then they were both hauled into the pinnace and taken on board the "Challenger."<br>When picked up they were between 40 and 50 yards from the ship's stern, which distance they were drifted by the current and wind. Every effort was at once made by the medical officers to restore Bush, but without success.<br>There were several patches of floating kelp round the ship, amongst which the strongest swimmer would be helpless, which materially increased the risk incurred.<br>From the unusual and strange fact that the man was not seen from the time of his falling overboard until brought to the surface by Lieut. Carpenter, no boat, but for his prompt action, could have attempted to save the man with any chance of success. | Jan. 31, 1876 - | Albert medal of the second class. | —— |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Captain W. Western, of the S.S. "Somerset," of Bristol.<br>Mr. T. E. Coles, Second Mate.<br>T. Manning,<br>J. Carroll,<br>E. Gaskell,<br>J. Paul, } Seamen. | For rescuing the Master and crew of the barque "Columbine," of Newcastle. The "Columbine" was fallen in with in Lat. 46° N., Long. 29° W., in a sinking condition. A boat was at once put out from the "Somerset," under the command of the Second Mate, and manned by the four seamen rewarded. In consequence of the heavy sea, the boat was unable to reach the distressed vessel, but after a considerable time the "Columbine's" crew were hauled into the boat by a life-buoy and line, and were safely received on board the steamer. The rescue occupied about five hours, during which time the boat's crew ran considerable risk of being swamped or capsized in the breaking sea, or by being crushed against the side of their own vessel. | March 3, 1876 | Board of Trade bronze medal to each.<br>2*l.* each.<br>Subsistence, 15*l.* 6*s.* | Public vote. |
| Captain P. Macready, of the ship "Greta," of Liverpool.<br>Mr. J. Clark, Second Mate.<br>A. McKinley,<br>E. Keefe,<br>M. Walshe.<br>T. Stephenson, } Seamen. | For rescuing and conveying to Liverpool, the Master and surviving seamen of the ship "Great Britain," which foundered at sea when on a voyage from Doboy to Liverpool. The rescue was effected by means of a boat, manned by the four seamen rewarded, who, under circumstances of imminent risk, displayed the greatest courage. | March 11, 1876 | Silver medal -<br>Bronze medal.<br>2*l.* each.<br>Subsistence, 4*l.* 4*s.* | Public vote. |

## II.—Services rendered by Fishing Smacks and Salvage Smacks.

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Mr. W. J. Beeson, Master of the smack "Beulah," of Grimsby.<br>J. Turrell, Mate - -<br>J. Burke, Seaman -<br>W. Beeson, „ | The "Beulah" was lying to during a heavy gale, about 40 miles E. of Flamborough Head, when a dismasted vessel was observed about a mile distant showing signals of distress. The smack was immediately tacked towards the distressed vessel, which proved to be the "Exchange," of Aberdeen. A boat was then launched from the "Beulah," manned by Turrell and Burke, who succeeded in reaching the "Exchange," and taking off the Master and three of her crew. After safely transferring the persons rescued to the smack, the boat returned to the wreck in order to rescue the remainder of the crew of the "Exchange," but, in the meantime, another smack had taken them safely off. The "Beulah's" boat, on her second trip, was stove in against the side of the "Exchange." Her three hands, who saved themselves by scrambling on board the wreck, were soon afterwards received on board a Hull fishing smack and transferred to their own vessel. | Oct. 10, 1875 - | 4*l.* 3*s.* for damage to boat, and 19*s.* 6*d.* subsistence.<br>3*l.* each.<br>2*l.* | Mer. Mar. Fund. |

## III.—Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming or putting off from the Shore.

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Robert Jones, Sailor - | In recognition of his exertions in putting off to the schooner "Martha," of Pwllheli, which was in a most dangerous position near Portinllaen. He succeeded, with great difficulty, in reaching the vessel and remained on board as long as possible, assisting in endeavouring to get the largest bower anchor on deck. This was found impracticable and the vessel was abandoned. The "Martha" had no boats and had it not been for the timely assistance rendered by Jones, the two persons who were on board would probably have lost their lives. | Sept. 17, 1875 - | 2*l.* - - | Mer. Mar. Fund. |
| Thomas Lacy, Chief Boatman of the Heligoland Coastguard.<br>Mr. Wheaton, Chief Officer.<br>— Snuggs, Boatman. } | The German vessel "Catherina" ran ashore on Sandy Island, Heligoland, during a heavy gale, and became a total wreck. As soon as her signals of distress were observed a boat manned by Heligolanders put off, but owing to the heavy sea returned, the crew giving up all hope of rendering assistance. The persons rewarded with several volunteer coastguardsmen launched their boat, and with great difficulty effected a landing on Sandy Island. The rocket apparatus was then used, but was not understood by the German crew. One man, however, was hauled through the breakers, when the apparatus had to be removed in consequence of the rising tide. Directly afterwards the "Catherina's" mast, to which the two survivors of her crew were clinging fell, throwing them amongst the breakers. Chief Boatman Lacy then attaching a line from the rocket apparatus round his body plunged into the sea and succeeded in reaching the two men, whom he seized. All three were, however, carried out to sea, but Lacy did not relinquish his hold on the men. Mr. Wheaton and Snuggs by going into the surf managed to haul the three men ashore, the line having held. | Oct. 7, 1875 - | Board of Trade bronze medal.<br>1*l.* each. | Public vote. |
| Mr. Laing, Chief Boatman in charge at Collieston Coastguard Station.<br>J. Farquhar,<br>J. Stokes, } Coastguards.<br>J. Kelly, | For rescuing at considerable risk the crew of the Russian schooner "Olga," which stranded near the mouth of the River Ythan. Mr. Laing, who on a previous occasion was successful in saving life, displayed great ingenuity in utilizing a portion of a life saving apparatus for the purpose of effecting the rescue. | Oct. 22, 1875 - | 2*l* - - <br>1*l.* each. | Mer. Mar. Fund. |
| R. Findlay, Pilot,<br>J. McKay, Fisherman,<br>W. Sutherland, „<br>of Helmsdale, N.B. | For rescuing the crew of the smack "George Loch," of Wick, which was totally wrecked near Helmsdale Harbour, co. Sutherland, on March 3rd 1876. | March 3, 1876 | - -<br>1*l.* each. | Mer. Mar Fund. |
| H. Warren, Chief Boatman of Helvick Head Coastguard Station, co. Waterford.<br>B. Ahern,<br>D. Kelly, } Coastguards.<br>H. Lock,<br>John Graves, Seaman,<br>James Graves, Fisherman. | For launching the coastguard boat at Helvick Head and putting off, at considerable risk, to the assistance of the crew of the smack "Sally," of Youghal, who were in great danger, their vessel having drifted from her anchorage during a heavy gale. The crew of the "Sally" (which was subsequently wrecked) were safely taken off their vessel and landed at Helvick. | March 8, 1876 | 1*l.* 10*s.* - -<br>1*l.* each. | Mer. Mar. Fund. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| S. Dunne, Junior, Licensed Pilot of Poorhead, co. cork.<br>Three men who manned the boat. | For taking off from the wreck of their vessel the crew of the brigantine "Ann Ingate," of Whitehaven, which stranded at Poorhead, co. Cork, on April 8th, 1876. After the "Ann Ingate" struck she began to break up, and in consequence of the heavy sea which ran at the time, the rescue was attended by some risk. | April 8, 1876 - | - - -<br>1*l.* each. | Mer. Mar. Fund. |
| D. Lanigan, Chief Boatman at Whitehead Coastguard Station.<br>H. Sye, Commissioned Boatman.<br>A. Stanley, Boatman. | Having seen the smack "Petrel," of Belfast, founder off the coast, the three coastguards put off in a shore boat and although the wind was blowing fresh and squally succeeded in towing to land two men, who were in a boat with only one oar, and who would otherwise have drifted out to sea. | June 3, 1876 - | - - -<br>1*l.* each. | Mer. Mar. Fund. |
| G. Hide - -<br>W. Jackson,<br>B. Hide, Eastbourne<br>J. Jones, Boatmen.<br>R. Hide, | For promptly putting off from Eastbourne beach and rescuing one out of 13 passengers in a pleasure boat named the "Nancy's Pride" which had capsized. | June 11, 1876 | 10*s.* - -<br>5*s.* each. | Mer. Mar. Fund. |

## Table 59. Natives of Foreign Countries to whom REWARDS have been granted by the BRITISH GOVERNMENT, during the Year 1875–6, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c.

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Captain L. Garraud, French Commandant at Gaboon.<br>Lieut. A. Martin, Lieut. H. Amirault, officers in the French Navy. | For his generous services to the crew and passengers of the S.S. "Macgregor Laird," which was wrecked off Corisco Bay, near Cape St. John, on the west coast of Africa.<br>On hearing of the wreck Captain Garraud immediately despatched a gunboat from Gaboon, to protect the shipwrecked crew and passengers, whose situation had become somewhat perilous owing to the hostile attitude assumed by the natives. They were, however, safely received on board the gunboat and taken to Gaboon. The passengers were then transferred to a French steamship which conveyed them to Prince's Island, where they embarked on board a Lisbon steamer, and the officers and crew were forwarded by the gunboat "Curieux" to Fernando Po. Lieutenants Martin and Amirault, of the gunboats "Loiret" and "Curieux," showed every kindness to the distressed crew and passengers whilst they were on board their respective vessels. | Dec. 13, 1871 - | Silver jug and pair of goblets, value 36*l.* 12*s.*<br>The thanks of Her Majesty's Government. | Public vote. |
| Captain H. Johnsson, of the Swedish S.S. "Oresund." | For rescuing the Captain and crew of the barque "Duchess of Sutherland," of Exeter, which was wrecked in the North Sea on January 6th, 1874. | Jan. 6, 1874 - | Binocular glass, value 5*l.* | Public vote. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Captain D. Soich, of the Austrian barque "Blandina P." | The ship "Stuart Hahnemann," of Liverpool, homeward bound from Bombay, was blown on her beam ends in Lat. 6° N., Long. 90° E. in a sudden squall, and capsized. Thirty-eight of those on board perished, the remainder, nine in number, succeeded in swimming to the ship's lifeboat, which had washed clear of the vessel. They remained in the boat for 13 days, during which time they suffered most acutely with hunger and thirst, having, with the exception of a few cocoa-nuts, no eatables on board and no water. They were eventually picked up in a most wretched condition on April 27th by the "Blandina P.," and were landed at St. Helena on July 5th. During the time they remained on board the Austrian vessel, the survivors of the "Stuart Hahnemann's" crew received every kindness and attention from those on board. | April 27, 1875 | Gold watch, value 25*l.* | Public vote. |
| Captain J. Johannesen, of the Norwegian brig "Vidar." | The ship "Henry Reed," of N. Shields, was fallen in with by the "Vidar" in Lat. 39° N., Long. 42° W., in a waterlogged condition, and the crew, who were greatly exhausted by working the pumps, were taken on board the Norwegian vessel. The next day 12 of them were transferred to the American barque "Twilight." The remainder were landed at Richmond on June 9th. During their stay on board the "Vidar," they received every kindness and attention from Captain Johannesen, who refused to receive any compensation for their maintenance. | May 11, 1875 - | Aneroid barometer, value 5*l.* | Public vote. |
| Captain B. Johanson, of the Swedish S.S. "Bohus." | For rescuing the Master and crew of the brig "Simcoe," of Glasgow, which was wrecked on the coast of Lapland on July 31st, 1875. The shipwrecked crew were subsequently landed at Archangel. | Aug. 5, 1875 - | Binocular glass, value 5*l.*; subsistence, 10*l.* 10*s.* | Public vote. |
| The natives of the Japanese village of Fukushima. | During a typhoon the barque "James Paton," of Ayr, was blown ashore near Fukushima, a village on the east coast of Japan, and became a wreck. The crew were saved by means of a line from the shore, and were taken by the natives to the village, about a mile and a half distant, the mayor of the district accompanying them. On reaching the village they were received in the mayor's house, and provided with food and dry clothing. An officer named Mingo Todoski, offered to supply them gratuitously with whatever they required, and provided the Captain with 40 men to assist in landing the sails and gear of the wrecked vessel. A tent was then erected, and the crew remained therein for several days. The heat, however, being very excessive, they were transferred to a temple, the priest of which showed them every consideration. They were finally sent on to Yokohama, a three or four days journey, free of expense. During the time the shipwrecked crew remained with the natives, they were treated on all sides with the greatest kindness, and received every assistance that it was possible to afford. | Aug. 10, 1875 - | 100*l.* (To be distributed and expended by Her Majesty's Consul-General at Yedo in such a manner as he should consider most acceptable to the persons who rendered assistance to the ship wrecked crew). | Public vote. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Captain D. Norbert, of the French schooner "Louise Marie," of Dunkirk.<br>The two seamen who manned the boat. | For their services to the surviving members of the crew of the schooner "Lord Clyde," of Banff, which was wrecked about 14 miles E. of Buchan Ness. The rescue was effected under circumstances of considerable difficulty and risk, as a very rough sea prevailed at the time, and the boat which was put ont from the "Louise Marie" was in imminent danger of being swamped. The "Lord Clyde's" crew were, however, taken off safely, and landed at Dunkirk on December 6th. | Aug. 31, 1875 - | Binocular glass, value 6*l.* 6*s.*<br>3*l.* each. | Public vote. |
| Captain L. Y. Stanley, of the American brig "Centaur." | In appreciation of his kindness to Antonio Maximo, a native of Manila, and sole survivor of the crew of the barque "Toronto," of Glasgow. The "Toronto" was abandoned at Nevassa, a small island off the coast of Hayti, in September 1875, her Master and crew, 14 persons in all, taking to the long-boat. They all, however, with the exception of Maximo, subsequently perished. The survivor is stated to have been in the boat 28 days, and to have sustained the most dreadful privations, and when rescued by the "Centaur" was in an exhausted and pitiable condition. Every attention was shown him by Captain Stanley, and when landed at New York on November 13th he had almost regained his customary health. | Oct. 2, 1875 - | Aluminium binocular glass, value 8*l.* 10*s.* | Public vote. |
| Captain G. Jacobsen, of the Norwegian brig "Alecto," of Arendal. | On October 14th, 1875, the "Alecto," when on voyage from Sundswall to Rotterdam, fell in with the schooner "Constance," of Chester, flying signals of distress. The Norwegian vessel bore down upon the "Constance," and found that she was in a sinking condition. Although a tremendous sea was running at the time, Captain Jacobsen resolved to steer as close as possible to the "Constance," and succeeded in throwing a line to the distressed vessel, by which means a boy was rescued. At imminent risk several other attempts were made to rescue the remainder of the crew of the "Constance," but without success. The two vessels then came into collision, the "Constance" almost immediately foundering. During the time the two vessels were in collision another of the crew of the "Constance" succeeded in getting on board the "Alecto," but as the tempestuous weather continued, the Master of the Norwegian brig, who had shown great courage and judgment in his attempts to render assistance, was compelled to make for a harbour of refuge. | Oct. 14, 1875 - | Gold watch, value 21*l.*<br>Compensation for damage sustained by the "Alecto" being in collision with the "Constance." 208*l.* 14*s.* 11*d.* | Public vote. |
| Mr. P. Van Noord, Master of the South Holland lifeboat.<br>The lifeboat's crew:<br>C. Van der Meulen,<br>M. Versteeg,<br>T. Vroombout,<br>K. Schouten,<br>H. de Hooy,<br>F. Roodenburg. | In endeavouring to enter the river Maas during a heavy gale the S.S. "Forth," of London, struck the ground and became a total wreck. Notwithstanding the heavy sea which was running at the time, the South Holland lifeboat put out from Maasluis, and succeeded in rescuing the crew of the "Forth," who had taken refuge in the rigging of their vessel. Had it not been for the timely and courageous assistance of the Dutch lifeboat they would inevitably have perished, as the steamer went to pieces almost immediately after the rescue was effected. | Nov. 8, 1875 - | Gold medal -<br>Silver medal to each. | Public vote. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| Fernando de Arostrigue, Master of the Spanish pilot launch "Felisa."<br>The crew of the launch (12 in number). | For their services to the crew of the brigantine "Emily Burnyeat," of Whitehaven, on the occasion of that vessel being fired upon by the Carlist batteries at Guetaria. The rescue was attended by considerable peril, as the "Felisa" ran alongside the "Emily Burnyeat" during a heavy fusillade, and succeeded in bringing her crew off in safety. | Nov. 12, 1875 | Gold medal -<br>Silver medal to each. | Public vote. |
| The Boatswain of the Isle de Sein lifeboat.<br>The crew (10 in number) who assisted at the rescue. | For gallantly rescuing the Master and crew, 21 in all, of the barque "Lady Louisa," of Cardiff. The "Lady Louisa" went ashore on the Isle de Sein, one of a most dangerous chain of rocky islands off the coast of Brittany, and became a total wreck. Had it not been for the prompt assistance of the island lifeboat her crew would probably have perished, as their longboat and pinnace had been washed overboard, and the remaining boats could not be made available in consequence of the heavy sea and breakers which surrounded the ship. | Nov. 13, 1875 - | 3*l.* - -<br>2*l.* each. | Public vote. |
| Captain A. S. Smalley, of the American brigantine "Fred. Eugène." | In acknowledgment of his humanity and kindness to the Master and crew of the ship "Sparkenhoe," of Dublin, which was abandoned in a sinking state on November 30, 1875. The "Sparkenhoe's" crew were rescued from their boats in Lat. 40° N., Long. 14° W., and received on board the "Fred. Eugène." The course of that vessel was then altered for the purpose of landing the shipwrecked crew at Gibraltar, where they arrived on December 3rd. Captain Smalley refused to receive any compensation for their subsistence. | Nov. 30, 1875 - | Gold watch and chain, value 31*l.* 10*s.* | Public vote. |
| Manoel da Costa, Portuguese Boatman of Madeira. | For his intrepidity at the wreck of the barque "Patagonia," of Swansea, at Madeira. After the "Patagonia" had stranded heavy seas broke over her decks, and her crew were obliged to take refuge in the rigging. Ropes were thrown to them by means of a mortar apparatus, and Manoel da Costa, at imminent risk, managed by means of the tackle to climb to the ship's maintop whilst her masts were swaying violently, where he rendered material assistance to two seamen who were in an almost helpless condition. | Jan. 3, 1876 - | 5*l.*, and a silver medal. | Public vote. |
| Charles Lavie, Master of the French fishing boat "Aigle."<br>Jules Charet, Master of the French tug boat "Marine."<br>The crew of the "Aigle" (seven men).<br>The crew of the "Marine" (nine men).<br>The Master and crew of the French fishing boat "Miroir de Justice." | On January 14th, 1876, the brig "Cydonia," of Sunderland, stranded during thick weather, on a shoal off the French coast, near Dunkirk, and became a total wreck. Shortly after she struck the sea swept over her deck, washing away her longboat, in which were three of the crew and the Master. Being unable to regain the vessel, they drifted before the wind, and were picked up by the smack "Miroir de Justice," and taken into Dunkirk. The signals of distress made by the remainder of the "Cydonia's" crew, who had taken refuge in the masts, were observed by the fishing boat "Aigle." The "Aigle" approached as near as possible to the wrecked vessel, and her crew endeavoured to communicate with those in distress by means of ropes. After several unsuccessful attempts an apprentice succeeded in seizing a rope, and was safely hauled on board the "Aigle." The sea and wind still increased, and the Master of the "Aigle," finding that it was impos- | Jan. 14 and 15 1876. | - - -<br>Gold watch, value 25*l.* to each.<br>3*l.* each.<br>2*l.* each.<br>5*l.* | Public vote. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| | sible for his vessel to remain alongside the wreck, sailed for Dunkirk, where the circumstances of the loss of the "Cydonia" were related. The Captain of the tug "Marine," having offered to proceed in his vessel to the wreck, he was piloted by the "Aigle." On reaching the sunken vessel a boat was manned by the crew of the "Marine," and by means of lines the two remaining members of the "Cydonia's" crew were safely hauled into the boat, and afterwards landed at Dunkirk. | | | |
| Captain D. Gifford, of the American ship "Young Phœnix." | After remaining on Crozet Island more than six months, the survivors of the crew and passengers of the "Strathmore" succeeded by means of signals in attracting the attention of Captain Gifford, who immediately bore down and received them on board his vessel, where they were treated with the greatest consideration and kindness. (See also reward to Mr. Peters, of the "Strathmore" on page 477.) | Jan. 22, 1876 - | Silver jug, value 22*l.*<br>Compensation for loss of time, subsistence, &c., 150*l.* | Public vote. |
| Captain J. M. Daniou, of the French barque, "Blanche and Louise." | In acknowledgment of his humanity and kindness to the Master and crew of the barque "Auxiliar," of Falmouth, whom he rescued on the occasion of the wreck of that vessel, in Lat. 39° 37′ N., Long. 34° 37′ W., on February 9th, 1876, and landed at Falmouth on February 19th. | Feb. 9, 1876 - | Binocular glass, value 5*l.* 10*s.*; subsistence, 8*l.* 13*s.* 5*d.* | Public vote. |
| Captain L. Juhlin, of the Swedish barque "Suez." | On March 8th, 1876, the ship "China," of South Shields, was destroyed by fire in Lat. 16° 40′ N., Long. 90° 20′ E. Her crew (24 in number) finding their efforts unavailing to extinguish the fire, took to the boats. They were picked up the next day by the "Suez," and landed at Akyab on March 15th. During their stay on board the "Suez" every attention was paid to the shipwrecked crew, and Captain Juhlin subsequently refused to receive any payment for their subsistence. | March 9, 1876 | Silver goblet, value 21*l.* | Public vote. |
| Captain A. Juell, of the Norwegian brig "Albatross," of Lillesand.<br>The First Mate of the "Albatross."<br>Two seamen of the "Albatross." | When to the northward of Bermuda, the ship "Eumenides," of Liverpool, bound from Beaufort, S.C., to Greenock, fell in with heavy gales, which lasted for several days. On March 9th, in a sudden squall, she was thrown on her beam ends, and her Master and 11 of the crew were washed away and lost. The remainder of the crew, except the Mate, who was soon afterwards drowned, took refuge in the top-gallant forecastle, where they remained until the 12th, when the "Albatross," in answer to their signals of distress, bore down to render assistance. Captain Juell, at great risk to his own vessel, laid under the lee of the wreck, and launched his longboat manned by the First Mate and two seamen of the "Albatross." Although the boat was nearly swamped by a tremendous sea, it succeeded in reaching the wreck, and the survivors of the "Eumenides" crew were safely taken off. They were received on board the "Albatross," where they were treated with the greatest kindness by Captain Juell, who subsequently landed them at Queenstown. | March 12, 1876 | Gold watch, value 20*l.*<br>Binocular glass, value 10*l.*<br>2*l.* each. | Public vote. |

**Table 60. Natives of Great Britain and its Dependencies to whom Rewards have been granted by FOREIGN GOVERNMENTS, and Natives of GREAT BRITAIN, and FOREIGNERS to whom Rewards have been granted by BRITISH COLONIAL GOVERNMENTS during the Year 1875–6, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c.**

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | By what Government presented. |
|---|---|---|---|---|
| Captain R. Kelly, of the barque "Cuerero," of Bristol. | In recognition of his services in rescuing and conveying to Queenstown the crew of the American brigantine "H. F. Eaton," which sprang a leak and was abandoned at sea. | April 1871 - | Telescope - - | United States Government. |
| Captain F. Curriano, of the Spanish S.S. "Puerto Rico." | The Spanish mail steamer "Puerto Rico," when on a voyage from Bristol to New York, fell in with the "Thomas Bayne," of Halifax, N.S., the crew of which vessel had been without food for four days. All necessary provisions were supplied by the Master of the Spanish steamer, who was subsequently remunerated by the owner of the "Thomas Bayne." | ——— 1874 | The thanks of the Canadian Government. | |
| Captain J. T. Bragg, of the S.S. "Queen," of Liverpool. | For his meritorious conduct in rescuing the crew and passengers of the American schooner "D. W. Vaughan," and for successfully towing that vessel into New York. | November 24, 1874 | Telescope - - | United States Government. |
| Captain Shepherd, of the barque "Moira," of Aberdeen. | For picking up and conveying to Queenstown the crew of the derelict Italian vessel "Nuova Filadelfo." | ——— 1875 | The thanks of the Italian Government. | |
| Mr. T. Woods, Master of the ketch "Only Son," of Hull.<br>C. Anderson, M. Leng, } Crew.<br>J. Martin, J. Ward, } Crew. | For rescuing the crew of the German ship "Franciscus," of Papenburg. | ——— 1875 | 10 double crowns -<br>5 do. to each.<br>2½ do. to each. | German Government. |
| Captain A. W. Blaurelt, of the ship "Maria Stoneham," of Yarmouth, N.S. | In appreciation of his services to the crew of the Italian brigantine "Guiseppe Prota," who were rescued from their vessel when she was on the point of sinking, in Lat. 44° N., Long. 29° W. | January 20, 1875 | Silver medal - | Italian Government. |
| Captain le Boutillier, of the ship "Eve," of Bridgwater.<br>Mr. J. Smith, 2nd Mate. | In acknowledgment of their services to the crew of the French brig "Bordelais," who were rescued from the wreck of their vessel and landed at Madeira. | February 2, 1875 | Gold medal and diploma.<br>Silver medal and diploma. | French Government. |
| Captain J. Freebody, of the ship "Carisbrook Castle," of London. | In acknowledgment of his services in rescuing the officers and crew of the American barque "E. H. Kingman," which was lost on her passage from Howland's Island to Liverpool, on February 16th, 1875. | February 16, 1875 | Gold watch and chain. | United States Government. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | By what Government presented. |
|---|---|---|---|---|
| Captain James, of the Belgian S.S. "Nederland."<br>Mr. J. Stokes, 2nd Officer.<br>Mr. E. Wisenbergh, 4th Officer.<br>M. Hindricks.<br>Mr. W. Bremer, Quartermaster.<br>Mr. W. Liebegoth, ditto.<br>M. Coleman, A. Collatz, F. Samuels, } Seamen. | When on a voyage from St. John, N.B., to Havana, the schooner "Louisa D.," belonging to the former port, fell in with very severe weather and became waterlogged. After drifting about for several days the distressed vessel was sighted by the S.S. "Nederland," which immediately bore down to render assistance. Attempts were made to launch a boat, but it was found impossible to do so owing to the violence of the gale.<br>The "Nederland" laid to all night, and the following morning discovered that the "Louisa D." was sinking. A lifeboat was at once launched from the steamer, manned by eight officers and men, who, after the most indefatigable exertions, succeeded in rescuing the whole of the shipwrecked crew, except the First Mate, who had been washed overboard the previous day. The crew of the "Louisa D." were received on board the "Nederland," where they received every kindness and attention from Captain James, who, throughout the whole time his vessel was engaged in the rescue, displayed the most praiseworthy and gallant conduct. | March 6, 1875 - | Gold watch to each<br>Silver watch to each. | Canadian Government. |
| Mrs. Dorrien Smith, of Scilly.<br>Mrs. J. Matthews, of Penzance.<br>Miss Eliza Matthews, of Penzance.<br>Rev. J. T. White, Chaplain of St. Mary's, Scilly.<br>Rev. P. Hedgland, Vicar of Penzance.<br>Mr. J. Handley, Superintendent of Customs, Scilly.<br>Mr. J. Bulley, Chief Officer of Coastguard, Scilly.<br>Mr. J. Ferris, Customs Officer, Scilly.<br>Mr. W. Rogers, Overseer of the Poor, Scilly.<br>Mr. G. Barton, Receiver of Wreck, Penzance.<br>Mr. A. Hicks, Coxswain of the Scilly Lifeboat.<br>Mr. G. Sherris, Scilly.<br>Mr. John Eynon Cooper.<br>Francis Banfield, Esq.<br>Mr. J. Newton, Customs Officer, Scilly.<br>Rev. R. Malone, Vicar of St. Paul's, Penzance.<br>Rev. E. Roe, Vicar of St. Sennen, Penzance.<br>J. Symons, Esq., of Penzance.<br>F. Beringer, Esq., of Penzance.<br>The Coastguard, Scilly.<br>Mr. J. Irvine, of Penzance.<br>Mr. A. Philips, ditto.<br>Mr. T. Johns, ditto.<br>To be distributed amongst other inhabitants of Scilly and Penzance. | In recognition of their services in rescuing and otherwise assisting the survivors of the passengers and crew of the German steamship "Schiller," which was wrecked off the Scilly Islands on May 7th, 1875. | May 7, 1875 - | Bracelet with cypher of Her Majesty the Empress of Germany.<br>Medallion with do.<br>Ditto.<br>Wordsworth's Commentaries on the New Testament.<br>Bible, with inscription.<br>Telescope, with inscription.<br>Ditto.<br>Gold watch, with cypher of His Majesty the Emperor of Germany.<br>Ditto.<br>Ditto.<br>Ditto.<br>Letter of thanks.<br>Ditto.<br>Ditto.<br>Ditto.<br>Ditto.<br>Ditto.<br>Ditto.<br>Ditto.<br>Money awards to the value of 25*l.* 5*l.* each.<br>2*l.*<br>50*l.* | German Government. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | By what Government presented. |
|---|---|---|---|---|
| Mr. E. Brand, British Pilot at Shanghai. | In acknowledgment of his services in rescuing 35 Loochooans from a sinking junk off the Barren Islands. | August 1875 - | Three silver bowls - | Japanese Government. |
| Captain C. Christensen, of the Norwegian barque "Camilla."<br>C. Hansen,<br>L. Larsen,<br>A. Larsen,<br>C. Johannesson,<br>} The seamen who manned the boat. | The schooner "Athlete" when on voyage from Digby, N.S., to Demerara, encountered a severe hurricane. The crew kept to their vessel for seven days, when being quite exhausted they made signals of distress. The "Camilla" bore down and lowered a boat into which the distressed crew were taken and received on board the Norwegian vessel. The rescue was accomplished under considerable difficulty and risk owing to the squally weather and heavy sea. The rescued crew were landed at New York, but the master of the "Camilla" declined to receive any remuneration for their subsistence. | Sept. 15, 1875 - | Binocular Glass -<br>4*l.* 4*s.* each. | Canadian Government. |
| Captain A. Rogers, of the barque "David Malcolm," of London. | For rescuing in the North Atlantic, 150 miles off Cape St. Vincent, the crew of the Italian barque "Francesco Saveris," which had been abandoned at sea. | Sept. 26, 1875 - | Silver medal - | Italian Government. |
| Captain A. Wilkie of the S.S. "Vale of Calder," of Liverpool.<br>The four seamen who assisted Captain Wilkie at the rescue. | For their timely aid in rescuing the crew of the "Engeline," of Oldenburg, which was wrecked in the Skager Rack. On observing the perilous position of the German vessel, Captain Wilkie launched his lifeboat, of which he took the command, and succeeded in taking the distressed crew from the wreck. | Sept. 29, 1875 - | Telescope - -<br>160 marks. | German Government. |
| Mr. H. Lyons, Master of the fishing cutter "Contrast," of Hull.<br>Two of the "Contrast's" crew. | In acknowledgment of their services to the crew of the Stralsund schooner "Der Fruhling." When the German vessel's signals of distress were observed a boat, manned by the two men rewarded, was put out from the "Contrast," and was successful in rescuing the shipwrecked crew. They were then received on board the cutter, where they received the greatest kindness and attention from the master. | October 1875 - | Gold watch -<br>5 double crowns each.<br>5 double crowns.<br>Compensation for damage to the "Contrast's" boat. | German Government. |
| Captain H. Nairn, of the schooner "Jessie," of Perth. | For rescuing and receiving on board his vessel the Captain and crew of the German ship "Antonette." | Oct. 16, 1875 - | Telescope - - | German Government. |
| The families of three Peterhead Pilots.<br>—Slessor, Peterhead Pilot. | In recognition of the services of three Peterhead Pilots who lost their lives in endeavouring to rescue the crew of the German schooner "Baumeister Kraeft," of Barth. The award to the Pilot Slessor was made as compensation for the loss of his boat. | Oct. 22, 1875 - | 50 double crowns -<br>10 do. | German Government. |
| Captain F. Martinez, of the Spanish mail steamer "Gijon."<br>F. Cueto, 3rd Mate.<br>M. Y. Such, Boatswain.<br>J. Florencio,<br>M. Bayon,<br>J. Y. Garcia,<br>F. Y. Alegria.<br>} Seamen. | After sustaining very serious damage during a gale on October 26th, 1875, the brigantine "Little Fury," of St. John, N.B., began to fill rapidly. Signals of distress were made, and soon afterwards observed by the S.S. "Gijon" which immediately bore down to render assistance. A boat was | Oct. 27, 1875 - | Gold watch to each<br>Silver watch to each. | Canadian Government. |

| Names of Persons. | Nature of Services rendered. | Date of Services rendered. | Description of Reward granted. | Out of what Fund granted. |
|---|---|---|---|---|
| | quickly lowered, manned by the Third Officer, Boatswain, and four seamen of the "Gijon," who succeeded, by dint of hard pulling, in reaching the sinking vessel and in taking off her crew who were almost exhausted with pumping. During their stay on board the Spanish steamer they were treated with the greatest consideration by Captain Martinez. Payment for subsistence was subsequently refused by the owners of the "Gijon." | | | |
| Captain J. Jenkins, of the brig "Maria Lamb," of Newport. | In recognition of his services to the crew of the American schooner "C. S. Groves." | November 1875 - | Telescope - | United States Government. |
| Captain R. Morgan, of the S.S. "Zeus," of London. | For his services to the crew of the Italian brigantine "L' Amico." | Nov. 12, 1875 - | Silver medal - | Italian Government. |
| Captain Shannon, of the Pacific Steam Navigation Co's. S.S. "Iberia." | In appreciation of services on the occasion of the stranding of the French S.S. "La Lousiane," the crew of which vessel were taken off by one of the "Iberia's" boats. | Dec. 20, 1875 - | Silver binocular glass | French Government. |
| Mr. C. Groves, 1st Officer<br>Mr. G. Dixon, 2nd „<br>Mr. C. Taylor, 3rd „<br>Mr. E. Pickard, 4th „<br>Mr. L. Rawson, Doctor.<br>R. Crapter, Boatswain.<br>B. Jones, Boatswain's Mate. | | | The thanks of the French Government. | |
| Captain Allan, of the S.S. "Rhondda," of Cardiff. | For receiving on board his vessel the passengers and crew of the Spanish steamer "Barreras" which caught fire off Cape Rocca. | ——— 1876 - | The thanks of the Spanish Government. | |
| Captain Carven, of the barque "Kate Sancton," of Yarmouth, N.S. | For rescuing the crew of the American barque "Talavera," when their vessel was on the point of foundering. | January 1876 - | The thanks of the United States Government and subsistence. | |
| Captain J. Gell, of the ship "Vanguard." | For rescuing and conveying to Liverpool four of the crew of the French ship "Eliza Prosper," which was abandoned at sea. | Jan. 29, 1876 - | Binocular glass - | French Government. |

# APPENDIX TO PART VII.

NOTE.—*The following inquiries, although held into the losses of foreign vessels, are appended to the Abstract because of their important nature.*

## "ALMARETTA."

Bahama Islands,
New Providence.

REPORT at a Court of Inquiry held on the 11th, 12th, 15th, 24th, 25th, and 26th days of June 1875, before GEORGE COURTENAY CAMPLEJOHN, Esquire, Acting Police Magistrate for the Island of New Providence, and one of Her Majesty's general Justices of the Peace for the Bahama Islands, and HENRY C. LIGHTBOURN, Esquire, Harbour Master, &c., of the Port of Nassau, sitting as Nautical Assessor, in the matter of the loss of the American schooner "ALMARETTA." Allen Merrill, master, on a shoal near the south end of North Bimini, on the night of the 2nd June 1875.

A serious and lengthy consideration has been given by this Court to the loss of this vessel, the circumstances and incidents of which it now becomes my duty to report on.

The "Almaretta" was an American three-masted schooner, built at Savannah, Georgia, in 1873, and is not yet quite two years old.

Her tonnage is $318\frac{88}{100}$ tons; draught of water when loaded, about 13 feet.

Her port of registry is also Savannah, but the vessel has been sailing under a coast license, bearing date at the Port of Baltimore, June 29th, 1874, and which holds good for one year.

The number of crew is eight, all told. She is classed A $1\frac{1}{2}$ American Lloyd's.

The master once possessed a certificate of competency from the American Shipmasters' Association at New York. The captain states that it is now lost, and that he has been master for 23 years.

The "Almaretta" sailed from the Port of New York, from Jersey Flats, on the 17th May last, bound to New Orleans, with a cargo of general merchandise, including trusses of hay, marble slabs, and slate.

Nothing of importance occurred until the 25th June, when heavy weather came on, and the ship makes more water than usual, pumping twice in every four hours, and the water tanks are found leaking, one being empty, and the others almost so.

From the 25th to the 28th the leak in the ship, Captain Merrill states, increased, but on that day, the weather becoming more moderate, the leak decreased somewhat. On the 30th again experienced heavy weather, leak increasing, and vessel labouring heavily, and on the 31st one pump continually at work. On the 1st June, however, the weather again moderates, being clear, with light winds.

At 1 a.m. the Abaco Light is made, and 7 a.m. the light is passed, *i.e.*, the Hole in the Wall.

From the Hole in the Wall the course steered is west, and at 4 p.m. they pass Stirrups Cay, four miles distant, and then W.S.W. and W. $\frac{3}{4}$ N. until they pass off the bank.

The Great Isaac Light is made just below daylight, and passing the Moselle Buoy, anchored on the 2nd June at 11 a.m. on the west side of North Bimini.

A boat from the shore now boards the "Almaretta," but whether before or after anchoring it is hard to determine, the evidence on this point being contradictory.

This boat is, however, engaged with the men to fill two of the ship's casks with water, which is done, the water being put on board at 3 p.m.

The captain then goes ashore for the purpose, he states, of obtaining four extra hands to proceed on the voyage to New Orleans.

The master, however, obtains two only, who enter into agreement before the resident justice to proceed on the voyage to New Orleans, they each receiving 35 dollars at the termination of the voyage.

No attempt is made while at anchor to search for the leak of the ship, the captain believing that it could not be found.

It certainly seems strange that the attempt was not even made.

The vessel is at anchor, in smooth water, under the lee of the land, and if the ship is leaking to the extent that Captain Merrill states, no better course in my opinion could have been adopted than a search being made for the leak.

The captain states that his only object in going ashore was the obtaining additional help to assist, especially in pumping the ship.

Some of the people from the shore board the vessel, and assist in pumping while she is at anchor.

A very material part of the master's evidence is the point of time he gets under weigh from the Biminis. He states in his examination, "At 8 p.m. this same day (2nd) got "under weigh, and started on our voyage. Had a light "easterly wind; steering S.S.W. I was at the helm "myself. I continued steering on the S.S.W. course, and "at 9.30 p.m. struck on South Bimini Shoal. The speed "of the vessel was about six knots. The tide was a "flood."

Now if the vessel struck at 9.30 the tide could not have been at flood. The tide at that hour must have been at the ebb.

The hour of high water would be at about 8 p.m. on the 2nd of June.

Captain Kelley, the wreckmaster, states in his evidence, "The tide while ebbing at the Biminis runs northerly, and "at the flood runs southerly, right in and over the banks "and shoals.

"There is a channel that divides North from South "Biminis, and at a flood the tide runs in at the rate of five "or six knots; at times a perfect sluice;" and, further, "I think it was nearer eight than nine o'clock when I "saw the schooner ashore, and started for her. The tide "was just then about high flood, slack nearly."

The ship does not strike very heavily, and the captain's first efforts are to force her over.

This not succeeding, they sound around the ship, and find the bow and stern fast.

The tide of course is ebbing.

A boat, in charge of Captain Kelley, who afterwards becomes wreckmaster, now boards the "Almaretta," and after some parleying Captain Kelley goes on board, other boats and vessels arriving from the shore.

The vessel is given up to the wreckers, who first endeavour to get her off, by running out an anchor in the direction of the deepest water. The vessel is still leaking, there being about 18 inches of water in her an hour after grounding, and after pumping every 15 minutes.

The effort to get her off does not prove successful, and the wreckers begin to discharge the cargo, the vessel gradually filling with water as the cargo is taken out.

Captain Kelley in his examination (in his evidence) thus describes these efforts, "I then lowered the ship's anchor "on the starboard side, and ran it out on the port side in "a northerly direction; put eight or nine men at the "pumps, and the other men manned the capstan. The "ship did not move; she had a little cant. We continued "this for about two hours, but without any effect; the "water gaining on her fast, she could not suck.

"The next morning she was half full of water. As the "tide fell she fell also on her bilge, and remained so.

"We then commenced to save cargo, loading the "wreckers."

The vessel at this period had become bilged, and eventually when cargo is taken out she fills.

A part of the cargo is saved wet. In the bottom was about 230 tons of slate, marble, and hay.

The slate and marble still remain at the wreck, but instructions have been given to have it saved.

The master speaks of the wreckers as behaving well, and as having made great exertion to save the cargo.

The captain consigned to Messrs. T. Darling and Co., of this city. Salvage has not yet been settled.

The chronometer is spoken of as being correct, as also the compasses.

The owners are John Merrill (a brother of the captain), of Camden, owning $\frac{4}{32}$ parts; John G. Murchie, of Calais, Maine, $\frac{8}{32}$; Charles H. Chase and Co., of Portland, Maine, $\frac{1}{32}$; William N. Page, $\frac{2}{32}$, of Boston, Massachusetts; Davis and Coker, $\frac{1}{32}$, of Boston, Massachusetts; Matthew Ingraham, $\frac{8}{32}$; Henry E. Williams, of Providence, Rhode Island, $\frac{2}{32}$; Butt and Co., of New York, $\frac{2}{32}$; Lennon and Burgess, $\frac{1}{32}$; Theodore Julius, junior, of Philadelphia, $\frac{1}{32}$; Wardsworth and Clayton, $\frac{1}{32}$; O. M. Vesper, of Baltimore; Ma., $\frac{1}{32}$.

The managing owners in New York are Brettson and Co.

The captain is unable to say if the ship is insured; nor of the cargo. Value of cargo unknown.

The ship was worth about 30,000 dollars.

GEO. COURTENAY CAMPLEJOHN,
Acting Police Magistrate,
Police Office,
Nassau, New Providence,
Bahamas.

26th June, 1875.

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*Opinion.*

The foregoing is a brief report of the incidents connected with the loss of the "Almaretta," and the saving of the cargo by the wreckers.

The circumstances evolved from the examinations, and some of these circumstances of so suspicious a nature, and the statements made by some of the witnesses, so opposite when a common agreement would be expected, give rise to one or two things, either the loss of the "Almaretta" was intentional, or the most gross and culpable negligence must be attributed to the master.

The "Almaretta," at about 11 o'clock on the morning of the 2nd June, anchors off the west side of North Bimini.

The reasons given are:

1st. The leaking of the vessel, requiring extra hands to keep the ship free.

2nd. The want of water, the tanks having sprung a-leak during the voyage.

Two men are shipped from the shore, and two water casks filled with water, and at some time between seven and eight o'clock of the same evening she gets under way, the course said to be steered S.S.W., and on a fine night with a light easterly breeze, and in less than an hour afterwards strikes on a shoal near the south end of North Bimini.

The statement of the master is as follows: "At 8 p.m. "got under way, and started on our voyage. Had a light "easterly wind, steering S.S.W. I was at the helm. I "continued steering the S.S.W. course, and at 9.30, one "hour and a half after, struck on South Bimini Shoal. The "tide was a flood. Had all sail on when we struck. The "ship was going at the rate of about six knots."

The chief mate (whose abilities as a sailor quite unfit him for the position he held) states, "Got under way at "8 p.m. The captain was at the wheel when we got "under way. I cannot say who was at the wheel when "we struck;" and to account for his ignorance of what was going on in the interim of the ship's striking, adds, "I was forward busy at the anchor, putting on a lashing."

He also states that the ship struck at 9.30.

The course steered after getting under way, and the state of the tide on leaving anchorage, and at the period when she struck, became points of importance in the investigation.

Now on a reference to the chart, it will be at once seen that a S.S.W. course from where the "Almaretta" was anchored off North Bimini, if properly steered, would take a vessel clear of all danger, in fact put the vessel in a very short period of time off soundings and in the stream.

Instead of a S.S.W. course the "Almaretta" makes a course S. by E. $\frac{1}{4}$ E. (M.)

How is this accounted for?

Captain Merrill says, "I can only attribute the wreck "of my ship to a strong set of the flood tide over the "Bimini shoals."

The chief mate, "I am of opinion that the course was "not steered, and was the reason the ship got aground."

The second mate and others of the crew can give no opinion.

William Erqmann, a very intelligent young man, one of the seamen, says, "I cannot account for the vessel's "striking; when she did I was very much astonished."

The persons steering from the period of the ship's getting under way were, first, the master, who was at the wheel until within 20 minutes of the ship's striking, when he is relieved by the seaman Frederick Kemp, and who remains at the helm until she strikes.

The master swears that he steered the S.S.W. course until he is relieved by Kemp. Kemp that he continued the course.

If this is true, what affected the ship's course?

It is quite true that the flood tide at the Bimini runs over the banks and through the cuts at a very strong rate, as much as 2 and 2½ knots, but to affect the "Almaretta" she must first pass the southern end of North Bimini, which the Court finds from the spot she really struck on was not the case. And then the period of flood; high water at the Biminis on the night of the 2nd June was about at 8 p.m. Therefore from the period of the ship's getting under way until 8 o'clock the tide would be setting south, and nearly parallel with the vessel's course. The captain, however, as regards the period 8 o'clock, in his second examination begged to amend as follows: "The time mentioned in my first examination when I got "under way at Bimini I think is somewhat incorrect. "I think it was earlier than the time then stated."

The first mate says 8, the second at about ½ past 8. The others could not say correctly.

The evidence of the wreckmaster Kelley, who is a resident of the Bimini, however, gives the period of the ship's striking at an earlier period. He states in evidence, "I live on a hill at North Bimini, and between 8 and 9 "o'clock I was going up to my house, and in looking in a "southerly direction I saw a schooner, and from her "position I knew she was aground." Then again, "I think "it was nearer 8 than 9 o'clock when I saw the schooner "ashore. The tide was just then about high flood, slack "water."

And on this point, the Court, accepting Captain Kelley's evidence as correct, that the tide was at the flood from the period of the ship's getting under way to that of her striking, the tide could affect the ship but little; for, from the position of the ship aground, the flow of the tide must have been south, and nearly parallel with the course then said to be steered.

But supposing the flood tide to affect the ship so as to account for her taking the ground when she did, were there not means whereby such a catastrophe might have been avoided?

The "Almaretta" was sailing along land; houses and lights are visible. The chart shows the master that just within him are dangerous shoals and bars.

Why was not the lead hove?

Why was not a look-out forward?

What prevented the master from seeing the Gun Cay Light, only 9½ miles distant?

The lead is not hove.

Had this been done the "Almaretta" no doubt would have been saved. Surely a prudent man having any anxiety for the safety of his ship would have done so.

There was no look-out.

The master, in answer to the query on this point, says "The mate was forward." The mate says, "There was no "look-out. I was forward, but busy lashing the anchor."

Had there been a look-out the Gun Cay Light must have been seen, and this also would have apprised the master of the danger he was running into; that his course was too near the land. This light was actually seen by two of the seamen, Erqmann and Warren. The captain that *he* did not see it, nor did anyone apprise him that the light was in view. The Gun Cay Light is visible on a clear night 14 miles. The "Almaretta" is distant from it 9 or 10.

The Court has been fortunate, since the examination of the master and crew, in having the benefit of the evidence and judgment of Captain W. H. Stuart, commanding the lighthouse tender "Richmond," on service in this colony, and also of two of his men.

The two seamen, Butler and Saunders, who shipped at the Biminis in the "Almaretta," were also summoned from Bimini, and their evidence taken.

Captain Stuart states that "on Monday the 7th instant, "on my way to the Moselle Buoy from Gun Cay, I passed "very near to the hulk of the wrecked vessel, which at this "time was burnt.

"The 'Almaretta' lies near the south point of North "Bimini, or north of the channel going into Bimini "Harbour, locally known as Kentucky Point, on a shoal "of sand making off that point about a short cable's "length from the beach. The 'Almaretta' had not "proceeded far enough to the southward to open the cut "or entrance into the Bimini Harbour, where the tide sets "in and out through the channel, consequently the vessel "was sailing with a flood tide running south, and nearly "parallel with the vessel's course.

"From the spot where the vessel lays, you could not "see up Bimini Harbour."

This position of the ship is also confirmed by the two seamen Drove and Hanna.

To all the particulars of this case the Court has given the most anxious and careful consideration.

From the evidence of the master and crew, there is no doubt the vessel was leaking badly, and that the crew being exhausted, it was prudent in Captain Merrill to obtain more hands if possible; and hence the putting in to Biminis.

But it is from the period of the ship's getting under way to her striking, with the attendant incidents and circumstances, which has caused the Court to view with suspicion the loss of the "Almaretta," and although the Court finds nothing in the evidence to support a charge of collusion with the wreckers, or wilful intention on the part of the master, it is of opinion that the loss of the "Almaretta" is to be attributed to gross and culpable negligence on the part of Captain Merrill; negligence so palpable as almost to amount to wilful intent.

The log-book of the ship was very carelessly kept. In some cases even the courses of the ship were omitted, and that for a period of 48 hours.

It was kept by the first mate.

The Court has also been in communication with Mr. Basden, the Assistant Resident Justice at the Biminis not only on the immediate subject of the wreck of the ship, but also as to the burning of her. No information has as yet been obtained as to the guilty party or parties.

By law the burning of a ship is made a felony.

In this case the ship is burned in sight of the Biminis. The captain was on shore; and when pressed as to what efforts he made to discover the perpetrators, said, "I asked "the magistrate if I could find out who set the ship on "fire," and the magistrate replied, "It would be impossible "to find out." Mr. Basden in his communication says, "Impossible for me to say who set fire thereto."

It is impossible, therefore, to say what efforts have been made to bring the guilty parties to justice.

It is much to be deplored that the perpetrators of these acts should thus escape with impunity.

GEO. COURTENAY CAMPLEJOHN,
Acting Police Magistrate.
HENRY C. LIGHTBOURN,
Port Officer.

## "CLARA."

REPORT of the Inquiry held by order of the Board of Trade into the circumstance of the stranding of the schooner "CLARA," of Aroa, (formerly the "HANNAH AND ELEANOR," of Sunderland,) on the Trinity Sand, River Humber, on the 14th of November last, held at Grimsby before THOMAS CHARLTON, Esq., Mayor, JOHN SKELTON, Esq., EDWARD BANNISTER, Esq., THOMAS BELL KEETLEY, Esq., four of Her Majesty's Justices of the borough of Grimsby, assisted by Captain EDWARD HIGHT and Captain WHITE, R.N., as Nautical Assessors.

The "Clara" was a wooden vessel, built at Sunderland in 1849, and registered at that port under the name of "Hannah and Eleanor," of 169 tons register, and was then owned by Mr. Henry Scholefield, of Seaham; this register was closed the 17th October 1874, when she was sold to foreigners, as per certificate of registry received 19th October 1874. No further register or other documents, except the articles of agreement dated September 1875, which describe Henry Scholefield, of Seaham, as owner, and the vessel as the "Clara," of Aroa, was produced to prove her present ownership. The evidence of the mate, and two other witnesses, shows that her name was changed to "Clara." The mate also states that when at Gottenburg on the previous voyage, the port of registry, marked on her stern, was obliterated, and no other substituted up to the present time.

The "Clara" sailed from Seaham with a cargo of about 255 tons of coals, bound to London, on the 12th November last, under the command of Mr. John Adamson (who has no certificate), with a crew of five hands all told, her draught of water being about 13 feet, fore and aft. When she left Seaham it is stated that her mainmast and decks were in a defective state; this, however, does not appear to have contributed to this casualty. On the 13th November, in consequence of the threatening appearance of the weather, she bore up for the Humber, where she anchored at 3 p.m. in seven fathoms water, Spurn high light bearing S.E., about six miles distant. The wind increased to a gale from the E.S.E. At 8 a.m. the following morning the weather moderated, and at 1 p.m. she weighed anchor, and proceeded down the Humber, with 60 or 70 vessels in company. About 2 p.m., the Spurn bearing E.S.E., she was caught with a heavy squall from the northward (which settled into a gale at N.N.W.); at this time she had luffed up towards the Trinity Sand to get her canvas in, and a schooner was observed close to her, on her starboard side, which she tried to pass ahead of, and when she put her helm up to cross the bows of the said schooner the "Clara" took the ground on the Trinity Sand, about two miles inside the Spurn, the tide then being about quarter flood. Efforts were made to get the vessel off, and the English ensign, as a signal of distress, was made fast in the main rigging, which were not effectual. She continued bumping on the sand; as the tide rose she drove into deep water; the anchor was let go, the well was sounded, and two feet water was found in her, The pumps were set to work for a quarter of an hour; the water was found to increase; they then in consequence discontinued pumping, and proceeded to get the boat out. At about half-past four the water in the well is said to have increased to five or six feet. In the apprehension of the vessel becoming a wreck during the night, the master and crew took to the boat, and in about ten minutes landed in safety on the beach at Spurn. During the night the crew of the Spurn lifeboat, consisting of 10 or 12 hands, went on board the "Clara," and succeeded in keeping the water under by pumping, the weather having moderated. At 11 a.m. the next morning the master and crew of the "Clara" went again on board their vessel, then in charge of the lifeboat crew. Soon afterwards she was towed to Grimsby old harbour by the steam tug "Dundee," where her cargo was transferred to the "Alberta" for its destination. No lives were lost.

The Court, after a patient investigation of the whole circumstances of this case, is unanimously of opinion that the stranding of the "Clara" was caused by an error of judgment on the part of her master, John Adamson, in attempting to cross ahead of the schooner, when he was so near to the Trinity Sand. The Court find that the master is deserving strong censure for not having used greater efforts to keep the water under, before leaving the vessel in the first instance; also, that he did not with his crew return to his vessel when the weather first moderated, as he might have done, and renewed his efforts for the preservation of his vessel.

THOMAS CHARLTON, J.P.
JOHN SKELTON, J.P.
THOS. B. KEETLEY, J.P.
ED. BANNISTER, J.P.
ED. HIGHT, } Nautical Assessors.
ED. WHITE, }

## "SOL."

REPORT of an Inquiry into the abandonment and loss of the brigantine "SOL," of Aroa (Uruguay), in the North Sea, on the 5th October 1875, held at the Police Court, Sunderland, before JOSEPH NORMAN WILSON and FRANCIS RITSON, Esqrs., Justices of the Peace, assisted by Captain FORSTER, R.N., and Mr. W. H. TURNER, Principal Shipwright Surveyor to the Board of Trade, Nautical Assessors.

The vessel was a brigantine of 192 tons register, built of wood at Prince Edward Island in 1856, and was formerly named the "Melona" (of Sunderland).

On the 16th of March last, when lying in the port of Sunderland, and half laden with coals, Mr. Edwin Monger, Board of Trade Surveyor, went on board and held a partial survey, and found certain defects in the hull and rigging of this vessel, not amounting, in his opinion, to unseaworthiness; and he then informed a person on board, who stated he was the owner, that on the vessel's return from her intended voyage he would complete his survey. The vessel completed her loading and sailed for London, and whilst at that port in April last her name and nationality appear to have been changed from "Melona," of Sunderland, to that of the "Sol," of Aroa (Uruguay), by painting out on the bows and stern of the vessel the former and substituting the latter.

No "bonâ fide" sale appears to have taken place. The same master continued in charge, and the owners, or one of them, appears to have constituted himself as agent to the supposed Uruguayan owners. The British Register was closed, and an Uruguayan flag and a measure brief obtained, but no Foreign Register or any other papers to indicate her nationality. The flag named was blue, with a white bar running diagonally across from the lower part next the mast to the upper part. It was never exhibited until hoisted as a signal of distress, shortly before the abandonment took place.

After the questionable change of nationality the vessel made several coasting voyages, and visited Hartlepool and Seaham; in September last she was in Sunderland, and there loaded a cargo of coals for Rotterdam, and sailed on the first day of October last; the weather was moderate, and nothing of importance occurred until midnight of the 4th day of October; they were about 50 miles S.S.E. from the Newarp, the wind, then at W.S.W., increased to a gale, and the sea increased, and the ship made a good deal of water; sail was reduced, and about 8 a.m. on the morning of the 5th day of October, ship rolling heavily, when the foremast went over the side, with all attached to it; the main rigging was also carried away, and the mast sprung; the wreck of the spars was cut adrift as soon as possible, but not before it was supposed they had damaged and holed the ship, for the water increased in her in a very short time to four feet; signal of distress was displayed, and a Belgian pilot vessel bore down, and at 9 a.m. took the crew out of her; at that time there was five feet of water in the hold. The master and crew were landed the same night at Flushing, where on the following morning the master entered a protest with the British Consul.

The Board of Trade Surveyor (Mr. E. Monger) states, that he saw this vessel several times after the change of her nationality, and noticed her dilapidated appearance, from being dirty and want of paint, but never again boarded her after holding partial survey on March 16th last.

Although the colourable change of nationality was evidently made for the purpose of evading the Board of Trade supervision and survey, it did not cause or contribute to the loss, for there is no evidence of the unseaworthiness of this vessel. It was stated that she was uninsured, and the owners could derive no possible gain by her loss. No lives were lost.

J. N. Wilson, J.P.
Francis Ritson, J.P.

We do not concur.

Geo. H. Forster,
W. H. Turner, } Assessors.

*Report of the Assessors.*

The "Melona," official number 39,137, alias "Sol," was a brigantine, built of wood, at Prince Edward Island, in the year 1856, and of 192$\frac{78}{100}$ tons register.

In March 1875 she was owned by Fountain H. G. Neale, master mariner, of Seaham, and John McKeeth, of Sunderland, grocer. The vessel hailed from the latter port, and was managed by McKeeth.

It appears that during this month Mr. Monger, Board of Trade Surveyor at Sunderland, whilst going his rounds, visited the "Melona," but as the vessel was partly laden with coals, he was unable to ascertain the condition of the hold; he, however, observed that the deck hook, one hawse timber, and two wood lodging knees were rotten, and one beam end was defective.

He also noticed that the upper deck amidships had dropped below the regular sheer, and in other parts it had started from the beams. He tested the fore-rigging, and pronounced it as being "old and bad." During his stay on board the vessel Mr. Neale appeared, and stated that he was the owner, whereupon Mr. Monger informed him of the various defects that existed, and stated that when the vessel returned to Sunderland he would complete the survey. Shortly afterwards the vessel sailed for London, and the owners closed the British Register, stating that she was sold to a foreigner.

While the vessel was in London the master, Edward Norton, who held no certificate, received orders from Mr. John McKeeth, junior, to paint out the vessel's name "Melona," of Sunderland, and to substitute "Sol," of Aroa.

When the name was changed, the master was paid the balance of wages due for the "Melona," and re-engaged for the "Sol." This having been accomplished, he went to a public-house in Lower Thames Street, and there engaged four seamen; these persons signed the so-called articles of agreement to sail in the "Sol" on her coasting voyage; the mate, however, who had sailed in her as the "Melona," continued in her as the "Sol," carrying out the agreement signed in the former name. The crew having been thus shipped, Mr. John McKeeth, junior, son of the owner of the "Melona," represented himself to be the agent for some unknown owner of the "Sol," and continued to conduct the business of the vessel in the same manner as he had done when she was the "Melona." He also delivered to the master a blue flag, bearing on it a white diagonal stripe, said to be the "National Flag of Aroa."

The master stated in evidence "that no national papers "of any kind had been furnished him; that he neither "knew the name of the owner, nor where he resided, and "although the vessel hailed from Aroa, he did not know "where that port was situated, or did he know that there "was such a place in the world," and there can be no doubt that no transfer of the vessel ever too place.

The Sunderland clearance, dated October 1875, was before the Court, in which the master described Aroa as a port in Uruguay, but on referring to the Admiralty charts no such place or port of Aroa could be found in Uruguay. There is, however, a place called "Aroa" in lat. 10° 33′ N., long. 68° 40′ W., being within the Republic of Colombia.

The master having shipped his crew, and received his flag of Aroa, sailed from London for Hartlepool, thence back to London, from whence she sailed for Seaham and returned to London; she again sailed from London to Sunderland.

During these several voyages which occupied about seven months, namely, from March to October, it is concluded that she entered and cleared at the Custom Houses of the afore-named ports as the "Sol" of "Aroa."

This act would appear to us to be a direct violation of the Merchant Shipping Act, 1854, section 103, sub-section 2.

On the 1st of October this vessel having received one new fore-shroud and new fore-topmast-rigging, with three hundred tons of coals, sailed from Sunderland, bound for Rotterdam, her draught of water being 12 feet forward and 13 feet aft. Nothing of importance occurred during the voyage until about midnight on the 4th instant, when the vessel being under single reefed sails, with her head S.S.E., and wind W.S.W., began to make water, and from thence until 8 a.m. on the 5th instant all hands were at the pumps. Previous to this, in moderate weather she required to be pumped for twenty minutes every two hours.

At 8 a.m., the vessel being under jib-foretopmast staysail reefed upper topsail, lower topsail, foresail, main staysail, and a single reefed mainsail, with the tack up, the master states that there was a gale of wind blowing, and that this large quantity of sail was carried to enable the vessel to reach a port.

The mate, however, stated that the vessel had not too much sail for the state of the weather, while Lawrence, an experienced seaman, said that the weather was such as would have allowed the vessel to have carried all sail. There was, however, a beam sea, and this deeply laden vessel rolled heavily; in one of these rolls the starboard fore-rigging gave way, and the fore-mast broke short off at about 18 inches above the deck, springing the main-mast and carrying away the starboard main-rigging. When the mast fell to leeward it made a hole through the side of the vessel, and in a very short time there were four feet of water in the hold.

The wreck was cut away, and at 9 o'clock a.m. a Belgian pilot cutter hove in sight, and sent her boat, which rescued the crew of the sinking vessel, and landed them safely at Flushing. At the time of the abandonment the Schouwen Light bore S.E. by S., 20 miles.

When the master and crew arrived at Flushing the master reported the loss of the vessel to the British Consul, and the next day inquired for the Consul of Aroa, but could find no such person. The crew were subsequently sent to Sunderland by the British Consul.

It is worthy of notice that the flag of Aroa was never used until hoisted as a flag of distress, when the vessel was sinking.

Having carefully considered all the circumstances connected with the loss of this vessel, we are of opinion that no blame attaches to the master or any of the crew.

The loss of this vessel is solely to be attributed to the defective state of her equipment, in consequence of which she was unable to contend with the ordinary perils of the sea.

W. H. Turner,
Shipwright Assessor.
Geo. H. Forster,
Nautical Assessor.

## "WIDEAWAKE."

Report of an Inquiry held before W. Webb, Esq., Acting Senior Magistrate of Police, and Lieutenant G. O'. B. Carew, late Indian Navy, into the circumstances connected with the loss at sea of the ship "Wideawake."

Bombay Fort Police Court,
Thursday, 23rd September 1875.

Having carefully considered the evidence adduced in the case of the foundering of the ship "Wideawake," the Court beg respectfully to submit the following report.

The ship "Wideawake," English or American built, sailing under Arab colours, was owned by Mahomed Khoonjee, an Arab merchant, residing at Calcutta. Her last voyage was from that port to Jedda, and it was on her return voyage from the latter port, leaving on 7th August last, with a cargo of salt, that she met with the south-west monsoon, and foundered off the Malabar Coast.

The evidence of three of the survivors examined by us is meagre and unsatisfactory in certain essentials, as might be expected from men of their class, still suffering from the debilitating effects of a recent and terrible exposure, but all agree that the "Wideawake" was a very old vessel, and by their evidence prove that she was unfit to contend with the south-west monsoon, or in fact to undertake a sea voyage under any but the most favourable circumstances.

It would seem that in fine weather and in smooth sea the vessel did not exhibit any active cause for alarm to the crew, that is to say, while she was in port, as the first witness states, "she looked sound when I joined her," but directly upon leaving Jedda they daily worked the pumps three or four times. This necessity suggested danger, and the Nacoda was frequently addressed by the men upon the subject, but to their remonstrance he would reply we shall soon reach the shore, and still held his course for the Indian Ocean, which at this season is visited by the south-west monsoon.

Although leaking badly, no immediate danger was apparent till they passed the latitude of Aden, experiencing fine weather for some time afterwards, when after being out some six or seven days, and coming within the influence of the monsoon, the wind and sea increased, and the vessel then began to leak badly. Upon examination the Nacoda observed that she was opening out and leaking at the wooden ends, till the salt cargo became saturated, and began to wash about in the hold. The Nacoda finding the vessel water-logged, ordered the men to cease pumping; they were now in 15 fathoms of water, and supposed the ship to be then off Mangalore on the Malabar Coast. About two or three o'clock on the morning of this date, August 24th, she fell over on her beam ends, when a boat was lowered from the quarter and made fast astern; in attempting to lower the other quarter boat it was stove in and rendered useless. A third boat was stowed amidships on the booms, but was broken and unfit for use. Next day, about 9 or 10 in the morning of the 25th, the ship foundered. All hands had assembled on the poop in expectation of her going down. Out of the crew of 37 some went down with the ship; others got on to portions of wreck which floated from the ship's deck, consisting of the deck-house, booby hatch, gratings, &c.; certain of them got into the boat astern, and pulled away, nor did they appear to make any effort to rescue those on the wreck.

It would seem that nine were on the wreck of the deck-house, one ultimately joining them upon the day on which the steamer "Africa" picked them up; of these nine, five died before the rescue, two on the day of the wreck, two during the following night, and one five days afterwards, as described by the witness Ahomed Sullimon, and grew faint and fell into the sea. The Nacoda was seen the first day on the booby hatch of the sail room, but refused to join those on the deck-house. After five or six days floating about without food, and only such water as their open mouths could catch from the rain which fell, the steamer "Africa" picked them up on September 1st, and brought them to Bombay.

In reviewing the evidence we cannot but be impressed by the impunity with which a native shipowner can despatch vessels from an English port so old as to be dangerous to those sailing in them. It is a significant fact, as elicited from the evidence before us, that of four vessels owned by Mahomed Khoonjee, only one now sails under British colours, where all originally did so, and this would suggest that the three have become so old and unsafe that it would have courted inspection and detention by the authorities, had vessels so unseaworthy attempted to sail under the English flag. Legislation is required to prevent unsound vessels employing men to sail them at such a risk.

According to the English Merchant Shipping Act, it is necessary that a certain portion of the crew should report the ship unsafe before a survey can be ordered, but it is not in the nature of the class of men who comprise the crew of an Arab ship to inquire too minutely as to the fitness of their vessel to make a voyage. It is sufficient for them that she looks externally fit and safe, and it is their fate if she proves otherwise.

It is such cases as the present that require the protection of a clause in the Merchant Shipping Act, by which the port authorities might be empowered to detain any vessel of whose unseaworthiness they have doubts, and it will be a matter of congratulation if such a clause be included in the new Merchant Seamen's Bill now under the consideration of Government.

W. Webb,
Acting Senior Magistrate of Police.
G. O'. B. Carew, Lieutenant,
Late Indian Navy.

Approved.
P. E. Wodehouse,
Governor of Bombay.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.